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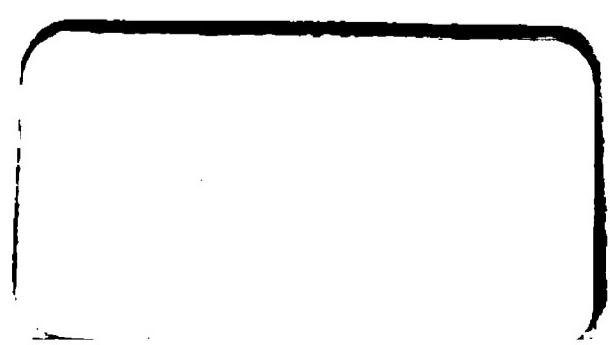
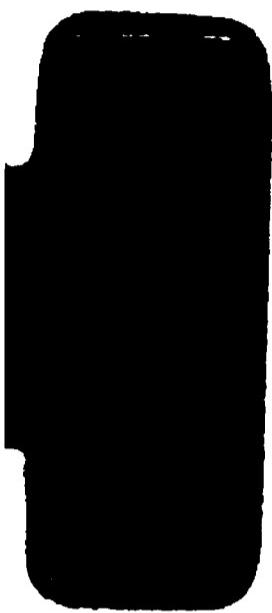
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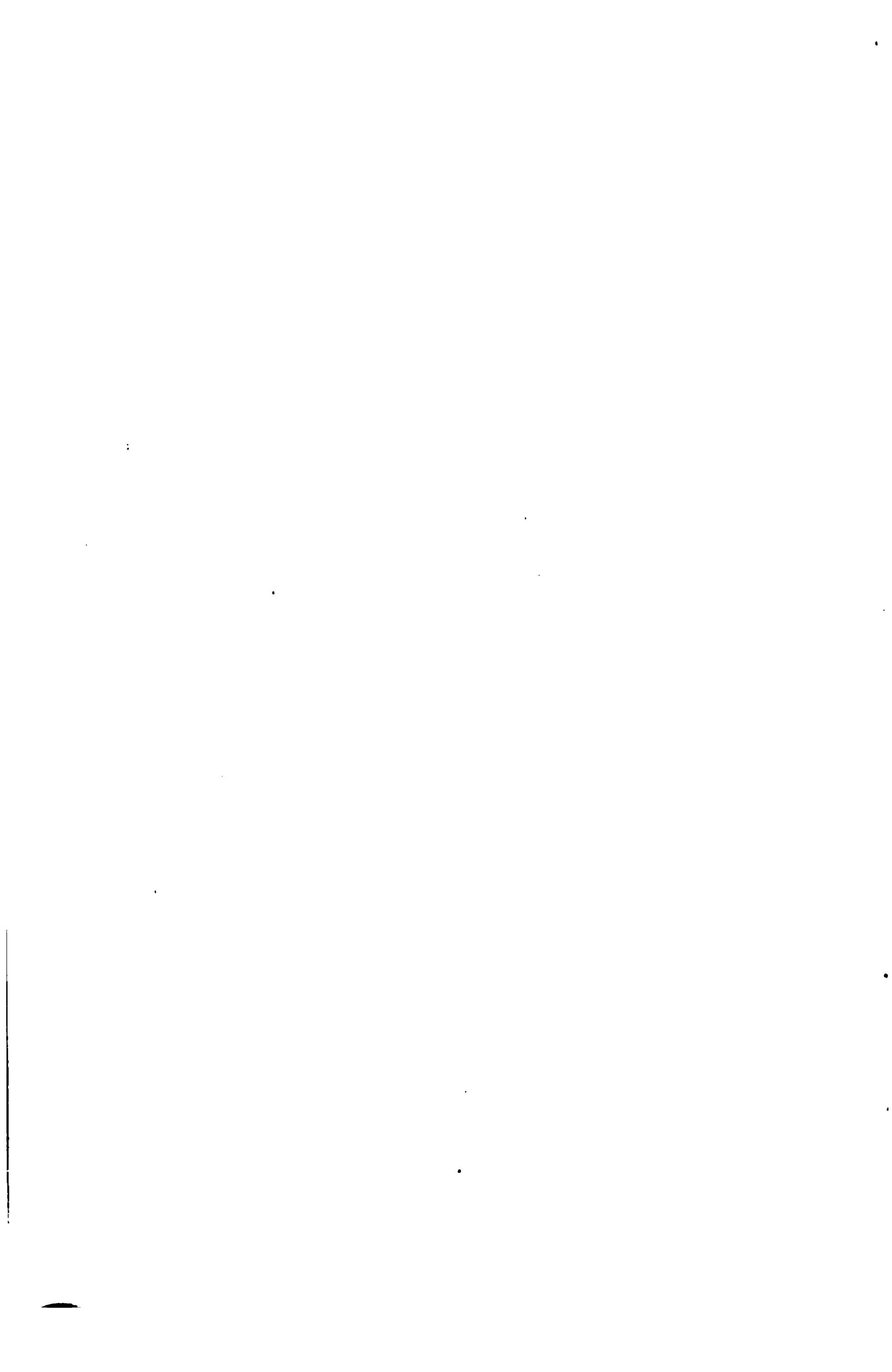
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THIRTIETH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

FOR THE

YEAR ENDING JUNE 30, 1907

LIBRARY

STATE OF IOWA

PRINTED BY ORDER OF THE GENERAL ASSEMBLY

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EMORY H. ENGLISH, STATE PRINTER

E. D. CHASSELL, STATE BINDER

1908

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FRANK T. CAMPBELL

In Memoriam.

FRANK T. CAMPBELL, Railroad Commissioner, 1888-1891 inclusive, was born in Ohio, May 8, 1836, and died in Lima, Ohio, March 6, 1907.

Mr. Campbell came to Iowa in 1856 and for a time was associated with his brother in the publication of the "Newton Journal." During the Civil War he was captain of Company "B," Fortieth Iowa Infantry. Was elected in 1873 to the State Senate. During his term as senator he took an active part in railroad legislation, being particularly interested in and the author of the so-called "Granger Law." In 1877 he was elected Lieutenant Governor and two years later was re-elected. In 1888 Governor Wm. Larrabee appointed him Railroad Commissioner for a term of three years. In 1888 the legislature provided for the election of railroad commissioners by the people. The same year, Mr. Campbell was elected to serve three years from January, 1889. At the expiration of this term Mr. Campbell engaged in business in Des Moines, where he remained until about two years before his death, when he removed to Lima, Ohio, and associated with his son in the publication of a newspaper at that place.

Mr. Campbell was a member of the Board of Railroad Commissioners that fixed the original maximum rate schedule under the law passed by the legislature of 1888. In politics the subject of this sketch was always a republican and always ready to be of service in any way he could to his party. He was fearless in his advocacy of what he believed to be right and never shirked a duty.

(Dates given in the above were kindly furnished by the Historical Department of Iowa.)

The Board on March 7, 1907, passed the following as a matter of record:

With deep regret the Commissioners learn of the death of Frank T. Campbell, a former member of this Board. He was able and fearless as a soldier, citizen and public official; his work while a member of the Railroad Commission in formulating rate schedules under the law of 1888, attest his painstaking efforts to do his full duty. It is proper we should honor his memory, and it is therefore ordered that the foregoing be made a matter of record, and that the same be included in the forthcoming report of this Board to the Governor.

WELCOME MOWRY, born in Putnam County, Illinois, April 3, 1842; died at Excelsior Springs, Missouri, April 15, 1907.

In 1861 he enlisted in Company D, Seventh Kansas Cavalry, and participated in the battles of Corinth, Coffeyville, Tupelo, Iuka, Coldwater, Holly Springs, Oxford and Jackson. Mr. Mowry with four companions

THIRTIETH ANNUAL REPORT OF THE

was sent to reconnoiter the position of the army of General Price at Abbyville and running into the camp guard, fell back in the darkness. The enemy alarmed at the encounter and ignorant of the size of the forces near at hand, hastily evacuated the town. This is probably the only instance on record where five men stampeded an army. One of Mr. Mowry's commanders has said of him:

"He was frequently on duty as scout in hazardous expeditions where his unflinching bravery, quick intelligence and sound judgment were signally displayed. He was an ideal soldier."

Mr. Mowry was mustered out in September, 1864, but soon re-enlisted in the One Hundred Fifty-first Illinois Infantry, serving until February, 1866, and as sergeant was in command of General Judea's headquarter guards. In 1867 he removed to Iowa, locating on a farm in Tama county, which became his permanent home where he has held many official positions. In 1883 he was elected representative in the house of the Twentieth General Assembly, taking an active part in the business of the session. In 1896 he was one of the republican presidential electors, and in 1898 he was elected railroad commissioner, serving in that capacity for three years, 1899-1902. (Quoted in part from History of Iowa by B. F. Gue.)

The Board on April 16, 1907, passed the following as a matter of record:

In the death of Colonel Welcome Mowry, a former member of the board of railroad commissioners, Iowa has lost one of its ablest and most valuable citizens. He was a splendid soldier in the War of the Rebellion and a man of ripe judgment and wise counsels in time of peace. His name is closely identified with the progress and development of the state. His efficient and valuable services to the people of the state of Iowa while a member of this board are written in the permanent records of the railroad commission. It is fitting that a tribute be paid to his memory and it is therefore

Resolved, First, That his comrade, Colonel D. J. Palmer, who served with Colonel Mowry as a member of this board, and Dwight N. Lewis, the secretary of the board, be delegated to attend his funeral as representatives of the board;

Second, That a copy of this resolution be spread upon the records of this board.

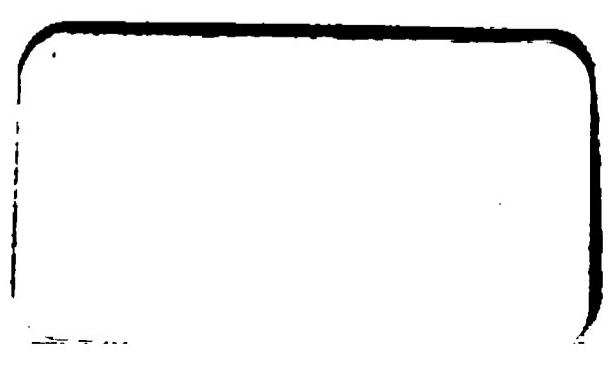
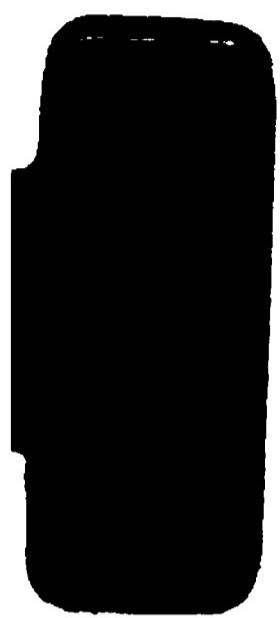
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WELCOME MOWRY

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THIRTIETH ANNUAL REPORT OF THE

Carnforth, crossing of the Chicago, Rock Island & Pacific Railway and the Chicago & North-Western Railway;

Culver, Chicago, Rock Island & Pacific Railway and the Chicago, Milwaukee & Saint Paul Railway;

Iowa Falls, crossing of the Illinois Central Railroad, the Chicago, Rock Island & Pacific Railway and the Des Moines, Iowa Falls & Northern Railway;

Oneida, crossing of the Chicago, Great Western Railway, the Chicago, Milwaukee & St. Paul Railway and the Manchester & Oneida Railway;

Boone, Chicago & North-Western Railway with its own tracks;

Clarion, crossing of the Chicago Great Western Railway and the Chicago, Rock Island & Pacific Railway;

Tama, crossing of the Chicago & North-Western Railway and the Chicago, Milwaukee & Saint Paul Railway;

Harcourt, crossing of the Fort Dodge, Des Moines & Southern Railway and the Chicago & North-Western Railway;

Centerville, crossing of the Chicago, Rock Island & Pacific Railway and the Chicago, Burlington & Quincy Railroad.

WRECKS AND ACCIDENTS.

The Thirty-second General Assembly passed a law requiring railroads to report accidents to this Board. This law is as follows:

**CHAPTER 110, ACTS THIRTY-SECOND GENERAL ASSEMBLY. . . .
REPORTS AND INVESTIGATIONS OF ACCIDENTS ON RAILWAYS.**

AN ACT Providing for Reports and Investigations of Accidents on Railways. [Additional to Chapter Six (6) of Title Ten (X) of the Code.]

Be It Enacted by the General Assembly of the State of Iowa:

SECTION 1. Railroad Commissioners to investigate accidents—report. That upon the occurrence of any serious accident upon any railroad within this state, which shall result in personal injury, or loss of life, the corporation operating the road upon which the accident occurred shall give immediate notice thereof to the board of railroad commissioners whose duty it shall be, if they deem it necessary, to investigate the same, and promptly report to the governor the extent of the personal injuries, or loss of life, and whether the same was the result of mismanagement or neglect of the corporation on whose line the injury or loss of life occurred. Provided, that such report shall not be evidence or referred to in any case in any court

SEC. 2. In effect. This act, being deemed of immediate importance, shall be in force and take effect from and after its publication in the Register and Leader and the Des Moines Capital, newspapers published in Des Moines, Iowa. (32 G. A.)

Approved March 27, A. D. 1907.

Under this statute the Board has prescribed forms for the reporting of all accidents and is now receiving such reports, it is believed, promptly upon the occurrence of accidents involving serious injury or loss of life. The forms prescribed are as follows:

THIRTIETH ANNUAL REPORT OF THE

BOARD OF RAILROAD COMMISSIONERS, STATE OF
IOWA.

ACCIDENT REPORT.—WRITTEN.

Form of 1907.

.....19.. A.. Hour Mailed to Board.....

(Name of Road)

REPORT OF A COLLISION OR DERAILMENT at or near.....,

(Station)

....., on.....division of above named railroad, on
(State)..... Time,..... Train or trains involved in wreck or acci-
(Date)
dent with names of conductors, brakemen, engineers and firemen:.....Estimated damage to cars, engines, track, bridges and signals.....
\$.....

Casualties	Killed	Injured	*Names and Occupation of Employes Killed or Injured
(a) Passengers.....
(b) Passengers on freight trains
(bb) Persons carried under agree- ment or contract.....
(c) Trainmen.....
(cc) Trainmen in yards.....
(d) Yard trainmen (Switching crews).....
(e) Switch tenders, crossing tenders and watchmen	Names of Other Persons Killed or Injured
(f) Other employees.....
(g) Other persons.....
Total.....

Nature and Causes of and Circumstances Attending This Accident:

.....

(If more room is required, attach a plain sheet to the underside hereof)

(Name and title of officer sending this report)

*Enter occupation of each employe killed or injured in this accident, using a line for each person. Enter first the killed, then the injured. In each item give the person's age, if known or readily ascertainable, or approximate age. State, in one sentence, the extent of his injury. Where, in case of a personal injury to an employe, the injury was or may have been due to inexperience or ignorance of the employe himself or to excessive fatigue, state how many years he has worked for this company in this occupation; how many years, including service elsewhere, he has done such work, and how many hours he had been on duty. If he had had less than 8 hours' rest before going on duty, state the facts.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

ACCIDENT REPORT.—WRITTEN.

Form of 1907.

..... 19.. B.. Hour Mailed to Board.....

(Name of Road)

REPORT OF AN ACCIDENT (not a collision or a derailment) at or near.....

....., on..... division of above named railroad, on.....
(Station)..... Time,..... Train or trains involved in accident with
(Date)names of conductors, brakemen, engineers and firemen:.....
.....

Casualties	Killed	Injured	* Names of Employes Killed or Injured.
(a) Passengers.....
(b) Passengers on freight trains.....
(bb) Persons carried under agreement or contract.....
(c) Trainmen.....
(cc) Trainmen in yards.....
(d) Yard trainmen (Switching crews).....
(e) Switch tenders, crossing tenders and watchmen	Names of Other Persons Killed or Injured
(f) Other employes.....
(g) Other persons.....
Total.....

Nature and Causes of and Circumstances Attending This Accident:

.....

.....
(If more room is required, attach a plain sheet to the underside hereof).....
(Name and title of officer sending this report)

*Enter name of each employe killed or injured in this accident, using a line for each person. Enter first the killed, then the injured. In each item give the person's age, if known or readily ascertainable, or approximate age. State, in one sentence, the extent of his injury. Where, in case of a personal injury to an employe, the injury was or may have been due to the inexperience or ignorance of the employe himself, or to excessive fatigue, state how many years he has worked for this company in this occupation; how many years, including service elsewhere, he has done such work, and how many hours he had been on duty. If he had had less than 8 hours' rest before going on duty, state the facts.

THIRTIETH ANNUAL REPORT OF THE
BOARD OF RAILROAD COMMISSIONERS
State of Iowa
Form for
Accident Report by Wire.

Form C.

.....Station
Board of Railroad Commissioners,
Des Moines, Iowa
(Place of wreck or accident).....
(Date and hour)..... (Number killed and injured).....
(Nature and cause of wreck so far as known).....
.....
(Train or trains involved in accident).....
.....
.....
(Name of officer or agent making report)

N. B. This report must be made to board immediately upon the occurrence of any accident involving serious injury or loss of life, and followed later by written report made by proper officer on Form A or B.

NEW LAWS.

A number of new laws and amendments to laws were passed by the Thirty-second General Assembly, affecting the powers and duties of this Board. The Commissioners have faithfully tried to perform the duties devolving upon them under these new and enlarged powers and duties, and in the subsequent pages of this report will be found reference to the action they have taken.

AMENDMENTS TO CLASSIFICATION.

Submitted as a part of this report are all the amendments made by the Board to the Iowa Classification, No. 13.

LIVE STOCK RATES.

The Commissioners in March upon complaint of live stock shippers, went very carefully into the subject of live stock rates in Iowa, and as a result of such hearing promulgated a new schedule of live stock rates, making a material reduction in the same. Owing to the great importance of this subject to all Iowa people, the Board has set out a complete statement in detail of the investigation made and the result of the same.

JOINT RATES.

The Commissioners submit as a part of this report, detailed statement of its action taken under the provisions of the Joint Rate Law passed by the Thirty-second General Assembly.

COMPARATIVE STATISTICS

The following tables will be found of interest, as they cover the subjects embraced from 1878 to 1907 inclusive.

**COMPARATIVE EARNINGS AND OPERATING EXPENSES IN IOWA,
INCLUDING MILEAGE AND EARNINGS PER MILE.**

Year	Mileage, ex- cluding trackage rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$ 20,714,496.07	\$ 12,565,950.38	\$ 8,148,545.84	\$1,960.11
1879	4,396.04	21,340,709.44	13,904,420.28	8,436,288.69	1,965.28
1880	4,977.01	24,887,545.85	12,989,658.77	10,891,888.58	2,181.08
1881	5,426.98	26,458,181.91	16,788,404.39	11,663,777.52	2,148.03
1882	6,337.48	29,023,966.08	20,512,308.06	11,511,672.98	1,816.44
1883	7,014.96	34,428,354.77	22,827,450.50	11,605,904.27	1,654.46
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.89	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,381,551.10	13,151,551.44	1,739.37
1887	7,997.50	37,569,780.08	21,152,400.71	13,376,739.91	1,679.59
1888	8,346.31	37,285,596.88	26,297,173.92	10,998,422.76	1,377.78
1889	8,346.00	37,138,399.75	25,286,309.30	11,852,090.45	1,430.19
1890	8,412.72	41,318,183.89	27,126,252.83	14,091,819.76	1,666.76
1891	8,413.16	43,102,399.35	28,030,202.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.58	29,659,096.54	14,082,589.98	1,675.08
1893	8,401.76	45,006,620.51	29,629,594.43	12,381,086.09	1,474.81
1894	8,480.88	40,689,679.99	28,020,581.08	12,679,148.89	1,498.56
1895	8,486.96	35,535,910.47	24,726,072.45	11,109,838.02	1,309.35
1896	8,495.07	41,811,298.55	28,735,659.59	13,105,639.96	1,542.85
1897	8,478.68	39,269,508.04	25,386,714.38	12,939,788.66	1,613.54
1898	8,484.16	45,944,506.00	30,818,061.67	15,125,564.83	1,901.84
1899	8,514.51	48,466,158.44	31,476,111.11	16,989,386.76	1,894.64
1900	9,101.49	50,074,571.77	35,409,424.93	15,665,146.79	1,815.04
1901	9,358.90	54,764,636.06	37,449,971.10	17,314,664.85	1,851.06
1902	9,486.22	59,170,526.34	39,876,480.47	19,294,045.87	1,634.13
1903	9,496.00	57,150,063.09	40,752,847.80	16,433,235.49	1,730.56
1904	9,808.52	57,692,095.10	49,594,060.86	14,998,034.25	1,529.50
1905	9,826.77	58,474,377.03	41,954,580.94	16,519,846.79	1,621.11
1906	9,827.38	65,856,088.49	46,710,090.54	19,145,998.96	1,948.34
1907	9,817.98	79,896,881.04	51,112,377.06	21,713,954.98	2,811.39

THIRTIETH ANNUAL REPORT OF THE

COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Yearly compensation	Average daily compensation
1878	15,518	\$ 6,320,510 32	\$ 1.73
1879	15,341	•	1.73
1880	15,085	•	1.66
1881	21,374	•	1.66
1882	17,273	18,104,288 07	1.66
1883	27,113	13,970,661 66	1.66
1884	28,781	14,628,067 66	1.66
1885	25,665	14,677,780 66	1.66
1886	25,761	15,140,274 84	1.66
1887	26,168	16,235,348 51	1.66
1888	26,794	14,212,940 37	1.67
1889	24,648	16,288,193 69	1.67
1890	24,351	16,364,939 45	1.67
1891	27,589	17,370,415 89	1.67
1892	30,199	18,340,371 89	1.67
1893	31,127	18,378,740 81	1.70
1894	33,308	14,168,804 86	1.67
1895	34,107	16,052,716 79	1.66
1896	36,165	15,157,519 40	1.61
1897	36,990	17,280,216 01	1.66
1898	39,009	18,406,388 75	1.66
1899	38,385	21,303,819 55	1.66
1900	37,896	23,243,692 79	1.66
1901	40,636	23,115,045 42	1.66
1902	42,484	24,688,563 17	1.66
1903	45,708	25,328,102 20	1.66
1904	46,566	26,184,463 40	1.66
1905	49,554	26,949,587 68	1.66
1906	48,409	29,607,729 86	1.66

AUTOMATIC COUPLERS AND TRAIN BRAKES.

Number of cars equipped and number of employes and accidents to employes from coupling cars and falling from trains.

Year	Number of all cars	Equipped with automatic couplers	Equipped with power or train brake	Number of employes	Number killed coupling cars	Number injured coupling cars	Number killed falling from trains	Number injured falling from trains
1878	20,057			18,518				
1879	31,584			15,341				
1880	54,451			18,985				
1881	67,510			21,974				
1882	85,206		1,581	17,973	16	182	81	57
1883	98,106		1,814	27,112	16	98	38	19
1884	103,337		1,917	26,731	8	109	10	57
1885	102,835		2,200	26,666	18	174	16	24
1886	106,178		2,164	26,761	10	126	25	25
1887	91,097		2,545	29,088	9	134	26	29
1888	118,975		1,864	30,794	19	240	39	35
1889	120,757	4,210	8,686	24,649	8	149	5	44
1890	127,464	9,194	10,422	24,361	14	203	17	53
1891	130,108	18,178	14,395	27,589	18	249	23	55
1892	149,731	34,315	29,047	30,199	14	196	26	38
1893	149,730	49,871	39,296	31,127	10	193	26	38
1894	137,171	46,558	37,784	29,308	7	91	17	37
1895	158,721	58,869	58,078	24,107	5	80	20	55
1896	189,529	70,718	87,050	28,165	6	97	19	56
1897	171,909	101,851	90,684	26,690	7	80	14	36
1898	176,035	142,688	105,328	30,009	4	75	18	50
1899	190,780	180,505	187,907	39,385	12	73	13	61
1900	200,814	188,656	184,691	37,696	8	59	20	59
1901	211,883	250,464	158,712	37,836	6	59	21	100
1902	237,289	236,276	188,712	40,636	4	49	6	98
1903	267,187	264,589	217,073	49,484	11	83	27	87
1904	264,748	280,559	237,248	38,508	10	75	20	147
1905	288,188	282,717	245,946	39,588	5	45	11	108
1906	297,985	294,344	287,918	49,554	5	57	21	178
1907	323,715	318,614	300,119	43,408	8	80	19	150

THIRTIETH ANNUAL REPORT OF THE

Year	Killed				Injured			
	Passengers	Employees	Others	Total	Passengers	Employees	Others	Total
1878	20	29	31	80	51	187	35	228
1879	2	42	40	84	12	103	39	154
1880	5	37	38	80	9	140	34	183
1881	7	67	34	108	17	146	31	194
1882	7	89	69	165	60	502	72	634
1883	4	89	65	151	23	255	50	330
1884	6	72	51	129	47	343	59	449
1885	9	72	75	156	80	720	66	875
1886	8	61	62	131	35	336	74	445
1887	8	59	65	132	28	354	58	440
1888	10	101	69	180	77	564	86	727
1889	4	35	33	72	25	442	46	513
1890	9	73	69	151	67	579	101	747
1891	5	82	91	178	80	601	92	773
1892	23	80	76	179	64	268	77	399
1893	17	81	79	177	78	682	64	894
1894	7	48	90	145	69	337	62	491
1895	4	47	88	138	39	330	74	443
1896	6	36	94	186	62	411	84	557
1897	27	40	90	157	81	291	88	458
1898	5	44	114	163	30	301	70	401
1899	14	62	95	171	101	318	128	577
1900	9	70	143	222	89	449	136	667
1901	7	65	151	223	104	636	149	889
1902	9	64	120	193	104	853	129	1,086
1903	7	100	143	250	169	1,001	147	1,317
1904	12	90	113	215	201	1,419	128	1,749
1905	7	74	109	190	146	1,376	190	1,712
1906	13	80	107	200	195	1,592	188	1,975
1907	13	64	134	211	178	1,584	173	1,935

On January 7, 1907, Willard L. Eaton of Mitchell county having been elected railroad commissioner assumed the duties of the office, succeeding Edward A. Dawson of Bremer county, whose term of office had expired, and the Board organized by the election of N. S. Ketchum, chairman, and Dwight N. Lewis, secretary. Thos. H. Boylan was appointed clerk and Clarence E. Ladd stenographer.

Respectfully submitted,

N. S. KETCHUM,
D. J. PALMER,
W. L. EATON.

Attest:

DWIGHT N. LEWIS, Secretary.
Des Moines, Iowa, December 2, 1907.

WIRES OVER RAILROAD TRACKS.

The Thirty-second General Assembly, State of Iowa, passed a law to protect the safety of railroad employes by regulating the maintaining and stringing of other wires over railroad tracks, which act follows:

CHAPTER 109, ACTS THIRTY-SECOND GENERAL ASSEMBLY. REGULATIONS OF THE STRINGING OF WIRES OVER RAILROAD TRACKS.

AN ACT to Protect the Safety of Railroad Employes by Regulating the Maintaining and Stringing of Other Wires over Railroad Tracks. [Additional to Chapter Six (6) of Title Ten (X) of the Code.]

Be It Enacted by the General Assembly of the State of Iowa:

SECTION 1. Railroad commissioners to have supervision. The railroad commissioners of this state shall have general supervision over any and all wires for transmitting electric current or any other wire whatsoever crossing under or over any track of a railroad in this state.

SEC. 2. Regulations. Within thirty (30) days from the taking effect of this act said railroad commissioners shall make regulations prescribing the manner in which such wires shall cross such railroad tracks in this state.

SEC. 3. Wires must be strung in manner prescribed. It shall hereafter be unlawful for any corporation or person to place or string any such wire for transmitting electric current or any wire whatsoever across any track of a railroad in this state except in such manner as may be prescribed by the railroad commissioners as provided by this act.

SEC. 4. Examination of wires already strung. The board of railroad commissioners shall, as soon as possible after the taking effect of this act, either by personal examination or otherwise, obtain information where the tracks or railroads are crossed by wires strung over said tracks, contrary to or not in compliance with the rules prescribed by the railroad commissioners as contemplated by this act, and shall order such change or changes to be made by the persons or corporations owning or operating such wires as it may deem necessary to make the same comply with said rules and within such reasonable time as it may prescribe.

SEC. 5. Minimum height. In case such wires cross over said track, in no case shall said board of railroad commissioners prescribe a less height than twenty-two (22) feet above the top of the rails of any railroad track for any wire.

SEC. 6. Wires across railroad right of way at highways. The board of railroad commissioners are hereby authorized to provide for and regulate the crossing of wires over and across railroad rights of way at highways and other places within the state.

SEC. 7. Penalty—enforcement. Any person or corporation who string or maintain any wire across any railroad track in this state at a different height or in a different manner from that prescribed by the said board of railroad commissioners shall forfeit and pay to the state of Iowa the sum of one hundred dollars (\$100) for each separate period of ten days during which such wire is so maintained, said forfeiture to be recovered in a civil action brought in any court of competent jurisdiction in the name of the state of Iowa, by the attorney-general, or by the county attorney of the county in which such wire is situated, at the request of the said board of railroad commissioners, and it is hereby made the duty of the said attorney-general and county attorney to bring such action forthwith upon being so requested. (32 G. A.)

Approved April 6, A. D. 1907.

Acting under the direction of this law the Board issued notices to railroad and electric railway companies, and to all telephone and telegraph companies, fixing July 23, 1907, for hearing.

As per notice, on July 23, 1907, the Board met to consider their duties as provided in the act heretofore quoted, having before them representatives of steam railroad companies, electric street railroad companies, electric interurban companies, telephone, telegraph, and electric light companies, who discussed with the Board the provisions of the statute.

After some discussion the Commissioners asked that each interest name a person to represent it upon a committee which should attempt to agree upon the proper regulations for the Board to issue under such law. The representatives present agreed to the proposition and the following committee was named:

G. H. Grose, superintendent telegraph and signals, Illinois Central Railroad Company.

F J. Hanlon, Mason City Electric Street Railway Company.

H. H. Polk, general manager, Inter-Urban Electric Railway Company.

G. E. McFarland, Bell Telephone Company

P. C. Holdoegel, Local Independent Telephone.

Jno. Fitzpatrick, Chicago, Western Union Telegraph Company.

C. F. Fox, superintendent, Des Moines Postal Telegraph Company.

Geo. S. Carson, Iowa City Electric Light Company.

G. G. Cockerill, Independent Toll Line Telephone Company.

Davis F. Hall, Bell Toll Lines.

Chairman Ketchum requested that this committee meet at once and that it submit its report in writing to the Board not later than 10 o'clock A.M., Wednesday, July 24, 1907.

Pursuant to adjournment, on July 24, 1907, the Commissioners met with representatives of various interests as heretofore indicated, the committee appointed making the following report:

DES MOINES, Iowa, July 24, 1907.

To the Honorable Board of Railroad Commissioners of Iowa.

City.

GENTLEMEN,—We the undersigned committee appointed by the various interests concerned, do hereby respectfully submit our recommendations for rules regulating the stringing of wires across railroads.

These rules were unanimously adopted by this committee.

John Fitzpatrick, chairman, Western Union Telegraph Company.

Chas. G. Cockerill, secretary, Independent Toll Lines.

G. H. Grose, Steam Railroads.

F. J. Hanlon, Street Railroads.

H. H. Polk, Interurban Railroads.

Geo. E. McFarland, Local Bell Telephone Companies.

P. C. Holdoegel, Local Independent Telephone Companies.

Chas. F. Fox, Postal Telegraph Cable Company of Iowa.

W. N. Keiser, Electric Light Companies.

David F. Hall, Bell Telephone Toll Lines.

The Commissioners thereupon carefully considered the recommendations made and unanimously adopted the same. The Secretary was directed to provide for a sufficient number of these Rules and Regulations printed to supply all interests concerned. Said Rules and Regulations are as follows:

WIRES OVER RAILROAD TRACKS.

THE BOARD OF RAILROAD COMMISSIONERS
State of Iowa.

N. S. Ketchum, Chairman

Dwight N. Lewis,

D. J. Palmer

Secretary

W. L. Eaton

Commissioners

Regulations adopted by the Board of Railroad Commissioners of the State of Iowa under authority given by Chapter 109 of the Acts of the Thirty-second General Assembly of Iowa, entitled "An Act to Protect the Safety of Railroad Employes by regulating the maintaining and stringing of other wires over railroad tracks. (Additional to Chapter Six of Title Ten of the Code.)"

THIRTIETH ANNUAL REPORT OF THE

ORDER OF THE BOARD.

In all cases where any telegraph, telephone, electric light or other wires shall cross the tracks of any steam or interurban railroad company, the crossing shall be made in accordance with the following rules:

EQUIPMENT.

SECTION 1. All poles sustaining wires which cross railroad tracks shall be of sound timber, cedar or better, with not less than six-inch tops where more than two wires are carried, and not less than five-inch tops in any case, and placed in the ground to a depth of not less than five (5) feet, well tamped, braced and guyed if necessary, of sufficient height so that the wires shall not be less than twenty-four (24) feet above the top of the rails, after allowing for sag.

The cross arms shall be braced with iron braces, and locust hedge or steel pins shall be used.

Pin guards shall be attached to the ends of all cross arms where crossing poles are not in a straight line with the pole on either side. Crossing poles shall be braced or head-guyed, and such poles, braces or guys may be placed on the railroad company's right of way lands, but shall be so placed as not to interfere with the safe operation of the railroad.

LOCATION OF POLES.

SECTION 2. In line construction poles shall not be set further apart than 115 feet at railroad crossings and in no case shall crossing poles be set nearer than ten feet from the nearest rail of the main line track, and shall be provided with double cross arms to be placed upon the poles in a gain of sufficient depth to maintain the cross arms at right angles to the poles.

CROSSING UNDER RAILROAD TRACKS.

SECTION 3. In all cases where any wire-using company shall desire to place its wires under the tracks of any railroad company, it shall, at least five days before so doing, serve a written notice upon the agent of the railroad company at the station nearest to the place where such crossing is to be made. The wires, cables or conduits used in such crossings shall be placed at least three feet below the bottom of the rails of the track. Excavations for such underground crossings shall in no case be left open for a longer period than twelve hours.

TROLLEY LINES.

SECTION 4. The foregoing rules shall not apply to the feed or trolley wires of an electric railway, but such wires shall be placed at least twenty-two (22) feet above the tops of the rails of any railway crossed thereby. They shall be carried on or supported from sound cedar trolley poles with not less than seven-inch tops, or suitable iron trolley poles of sufficient height and strength.

GUARD WIRES.

SECTION 5. Hereafter, whenever the wires of any telephone or telegraph company or other persons, firm or corporation making use of aerial wires shall cross the right of way of any railroad company where the wires of either company carry seven hundred volts or a greater voltage than seven hundred volts, safety appliances shall be installed and maintained at the expense of the company desiring the crossing, which shall furnish adequate protection against the danger to life and property incident to contact between the wires of the companies in question.

The form of the protection may be determined by the companies interested by mutual agreement, and in the event of their disagreement, shall be determined by the board of railroad commissioners. Where the form of protection is fixed by agreement of the companies they shall promptly file with the secretary of the board of railroad commissioners detailed plans and specifications showing the form of the plan for protection adopted, and shall make any changes in this form of protection which the board of railroad commissioners may require as essential for the protection of life and property.

Where crossings of the character above described now exist, protection of the character above contemplated shall be provided on or before January 1, 1908, the cost of installation and maintenance shall be borne by the company or persons last occupying the crossing.

POLES, BRACES AND FASTENINGS TO BE KEPT IN GOOD CONDITION.

SECTION 6. It shall be the duty of the wire-using companies so placing wires above and over the tracks of any railroad company, and of any railroad company crossing the line of any wire-using company, to maintain their crossing poles, wires, cross arms, braces, pins, and other appliances in first-class condition at all times.

CROSS ARMS ON BUILDINGS.

SECTION 7. Where it is impracticable to use poles at railroad crossings on account of buildings, cross arm fixtures must be attached to the building with machine bolts passing through the wall. The use of screws or nails for fastening fixtures to buildings will not be allowed, as they are liable to pull out when subjected to heavy strain.

EXPENSE OF RECONSTRUCTION.

SECTION 8. Where reconstruction of wire carrying lines is made necessary to make them conform to these regulations, the expense of such reconstruction shall be borne by the party last occupying the ground where such reconstruction is made necessary, and each party shall make all reconstruction on its own lines, unless by mutual agreement.

IN SPECIAL CASES APPLICATION MAY BE MADE TO THE BOARD.

SECTION 9. In special cases where compliance with the above and foregoing rules would work a hardship upon any company in extending its wires over or under any railroad, or of any railroad company extending its railroad across the line of any wire-using company, application may be made to the board to make such order for crossing as said board shall deem to be reasonable and just.

THIRTIETH ANNUAL REPORT OF THE**TIME TO TAKE EFFECT.**

SECTION 10. The above and foregoing rules and regulations shall be in full force and effect from and after this date, as to all new construction, and all persons, firms or corporations, are required to change existing construction at crossings so as to comply with the foregoing rules by January 1, 1908.

Dated at Des Moines, Iowa, this 24th day of July, 1907.

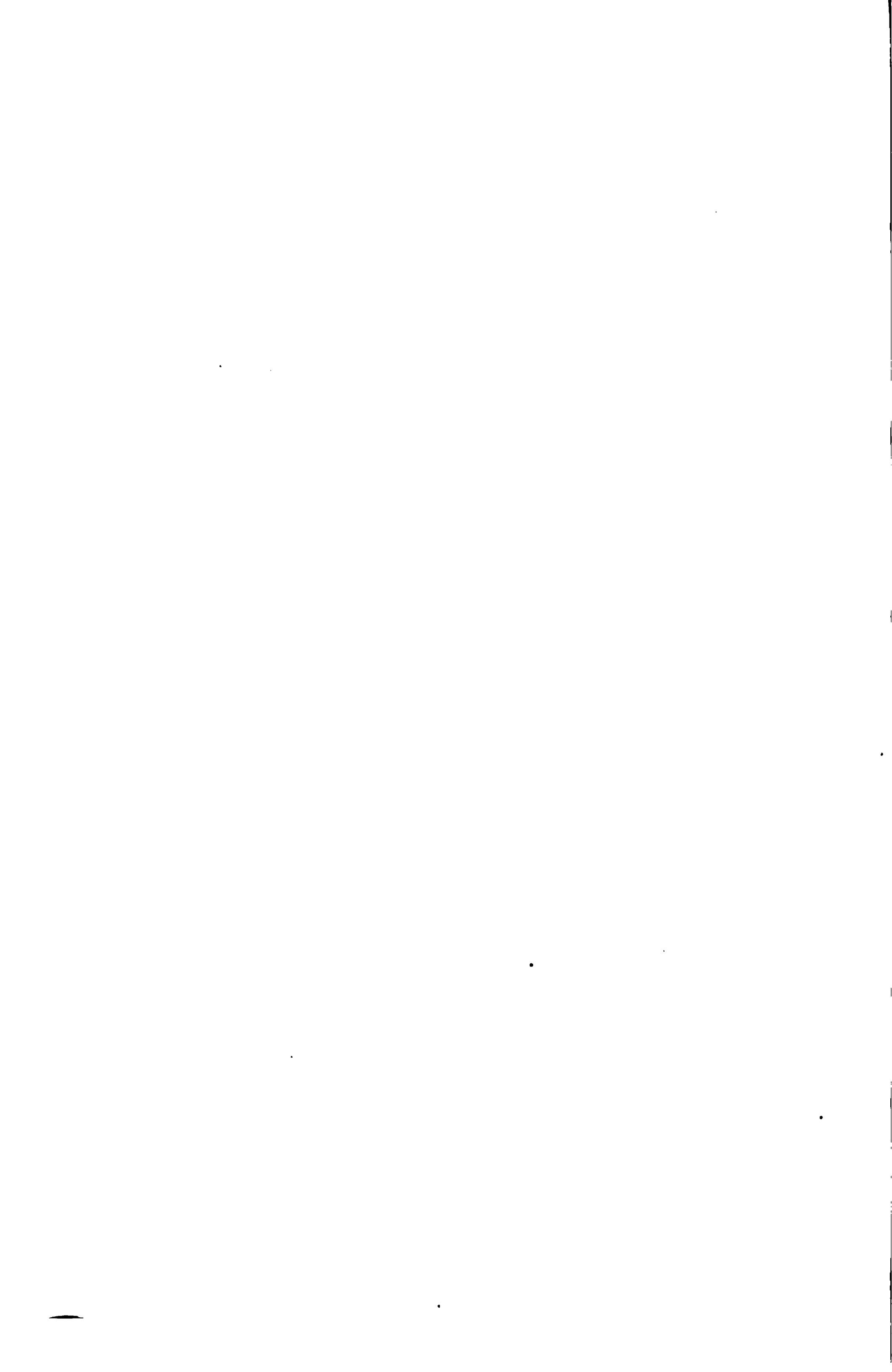
By order of the Board.

DWIGHT N. LEWIS, Secretary.

COMPILED RETURNS

OF THE

Railway Companies



BOARD OF RAILROAD COMMISSIONERS

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TABLE NO. 1—CAPITAL STOCK

Railroads	Number of Shares Authorized		Par Value		Total Par Value Authorized		Total Amount Issued and Outstanding		Dividends Declared During Year		
	Common		Preferred		Common		Preferred		Common		Preferred
	Preferred	Common	Common	Preferred	Rate	Amount	Rate	Amount	Rate	Amount	Amount
Ames & College	800	1,314,800	100	100	25	20,000	120,400,000	102,936,500.00	\$.11	173,700	\$ 5,670,600.00
Atehison, Topeka & Santa Fe	2,500,000	1,314,800	100	100			112,000.00				
Chicago, Anamosa & Northern	1,500		100	100			110,835,100.00				
Chicago, Burlington & Quincy	1,168,801		100	100			970,161,681.00				
Chicago Great Western	800,000		100	100			80,000,000	80,000,000			
Mason City & Ft Dodge	200,000	140,000	100	100			20,000,000	14,000,000			
Wisconsin, Minnesota & Pac	59,924		100	100			6,688,400				
Chicago, Milwaukee & St Paul	1		100	100			↑				
Chicago & North-Western	12,000,000		100	100			120,000,000	112,023,730			
Chicago, St. P., M. & Omaha	300,000	900,000	100	100			30,000,000	21,405,280			
Chicago, Rock Island & Pac	750,000		100	100			75,000,000	75,000,000			
Colfax Northern	1,900		100	100			120,000				
Crooked Creek	5,000		100	100			500,000				
Davenport, R. I. & N. W.	50,000		100	100			8,000,000				
Des Moines, Iowa Falls & N.	11,270		100	100			1,127,000				
Des Moines Union	20,000		100	100			2,000,000				
Des Moines Western	3,000		100	100			869,600				
Dubuque & S. C. (Illi. Cent.)	150,000		100	100			15,000,000				
Iowa Central	110,000	74,000	100	100			11,000,000	7,400,000			
Albia & Centerville	4,000		100	100			400,000				
Manchester & Oneida	7,500		10	10			75,000				
Minneapolis & St Louis	60,000	40,000	100	100			6,000,000	4,000,000			
Muscatine, North & South	4,500		100	100			450,000				
Newton & Northwestern	30,000	6,000	100	100			8,000,000	600,000			
Tabor & Northern	9,400		50	50			120,000				
+Union Pacific	2,901,767	2,000,000	100	100			206,178,700	200,000,000			
Wabash	1,566,000	405,000	100	100			159,500,000	40,500,000			
Willmar & Sioux Falls (G. N.)	100,000		100	100			10,000,000				
Totals	12,905,282	4,528,800					1,979,673,300	1,876,361,225	\$11,481,814,816.50	\$1,477,688.05	\$16,616,946.00

*Includes 300,000 shares debenture stock.

†Not fixed.

‡Including 70,000 common stock of proprietary companies.

§Including \$28,120,480 debenture stock.

**Debenture stock.

††Including \$45,900 to B. C. R. & N. and B. I. & P. Ry. Co's. capital stock.

¶Dividends on B. C. R. & N. and B. I. & P. Ry. Co's. capital stock.

+This includes stock issued in the acquisition of stocks and bonds of the Oregon Short Line Rd. Co., the Oregon Rd. & Navigation Co., the Southern Pacific and other companies, the mileage of which companies is not represented in this report.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 2—CAPITAL

Railroads	Amount of Stock Per Mile of Road		Stock representing roads in Iowa	Number of Stock- holders	Total In Iowa	In Iowa
	Miles	Amount				
Ames & College	1.98	\$10,101.00	\$ 20,000.00	7		
Atchison, Topeka & Santa Fe	9,858.89	22,024.00	\$ 236,000.00	17,424	43	
Chicago, Anamosa & Northern	19.80	5,714.28	112,000.00			
Chicago, Burlington & Quincy	8,660.07	12,799.00	\$17,479,326.07	4,900.00	419	5
Chicago Great Western	755.17	139,168.00	55,698,773.78		6,567	213
Mason City & Ft. Dodge	878.13	86,851.48	\$0,487,499.18		6	
Wisconsin, Minnesota & Pac.	271.00	21,746.86			6	
Chicago, Milwaukee & St. Paul	7,186.69	18,505.36	184,681,194.92		5,611	
Chicago & North-Western	7,524.64	16,585.23	**26,085,228.48	524,700.00	4,574	27
Chicago, St. P., M. & Omaha	1,641.61	20,741.91	**1,546,101.97	11,000.00	1,108	8
Chicago, Rock Island & Pac.	4,928.48	15,218.00			584	
Colfax Northern	6.00	10,000.00	60,000.00	60,000.00	7	7
Crooked Creek	17.61	12,777.45	225,000.00	66,900.00	18	3
Davenport, R. I. & N. W.	46.76	64,157.40	2,214,071.85		9	
Des Moines, Iowa Falls & N.	70.44	12,512.77	881,400.00	41,300.00	43	37
Des Moines Union	4.00	100,000.00	400,000.00	250,000.00	11	6
Des Moines Western	4.82	45,823.51	211,700.00	211,700.00	10	10
Dubuque & S. C. (Ill. Cent.)	759.88	15,475.47	10,970,420.00	700.00	29	7
Iowa Central	558.43	25,427.45	11,554,996.10	11,800.00	583	2
Albia & Centerville	24.40	16,393.44	400,000.00	182,000.00	7	1
Manchester & Oneida	8.75	6,114.00	53,500.00		304	
Minneapolis & St. Louis	631.41	15,838.00	3,362.00		486	
Muscatine, North & South	28.67	15,695.85	450,000.00			
Newton & Northwestern	109.50	24,390.00	9,500,000.00		101	
Tabor & Northern	8.79	2,878.27	25,300.00	25,300.00	48	48
+Union Pacific	3,031.41			113,800.00	13,417	15
Wabash	2,015.90	44,555.09	9,063,491.07		8,149	
Willmar & Sioux Falls (G. N.)	433.41	16,150.98			6	
Total	18,968.15	\$25,959.29	\$ 205,002,359.42	\$ 1,690,100.00	53,529	422

*Issued for the purchase of the property of the A., T. & S. F. R. R. Co.

†Convertible bonds.

‡Road mileage basis.

§Issued for properties acquired.

**Proportional.

††Debenture stock.

††Including \$94,794 debenture stock.

+This includes stock issued in the acquisition of stocks and bonds of the Oregon Short Line Rd. Co., the Oregon Rd. & Navigation Co., the Southern Pacific Company and other companies, the mileage of which companies is not represented in this report.

-The amount is three-tenths more than the figures indicate.

BOARD OF RAILROAD COMMISSIONERS

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STOCK—CONTINUED.

Number of Shares Issued								Total cash realized	
For Cash		For Construction		For Reorganiza-		For Other Pur-			
Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred		
300								\$ 20,000.00	
20				1,019,585	-1,141,737	10,010	-8,171,302	2,000.00	
						1,120	1,120		
††166,501	25,083			192,054	186,358	163,126	230,968	155,815	
				38,934		20,000		398,412	
561,193	51,989					300,646	446,095	1,339,923	
605,043	38,400	700		895,276	8110,809	19,307	76,891	1,244,216	
53,461	20,466			69,330	29,338	91,249	76,069	340,501	
282,755				419,600		47,645		750,000	
						600		75,000,000.00	
						1,585		60,000.00	
117		598					2,250		
30,000							30,000	3,000,000.00	
11,270							11,270	881,400.00	
4,000							4,000	400,000.00	
2,117							2,117	211,700.00	
				79,996		87,500		117,595	
				85,280	56,734			141,964	
				4,000			4,000		
				60,000	40,000			100,000	
30,000	5,000							25,500.00	
257		119				150		506	
20				609,980	750,000	1,344,799	245,696	25,300	
				280,000	240,000	100,000		2,000.00	
55,010		14,990						680,000	
								68,000,000.00	
1,768,544	139,887	247,896	186,358	3,861,405	-2,581,829	2,185,541	1,000,968	-11,355,922	
								\$ 301,405,389.11	

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 3—DEBT.

	Railroads	Mortgage Bonds				
		Amount out- standing as of au- thor- ized is-	Amount issued and out- standing on re-ali- zation date	Amount out- standing on issue date	Interest accrued during year	Interest during year paid
Ames & College	\$ 198,840,600.00	\$ 161,262,500.00	\$ 161,018,550.00	\$ 34,563,600.00	\$ 6,538,209.17	\$ 6,540,879.17
Astlison, Topeka & Santa Fe	850,000.00	350,000.00	350,000.00	...	6,492,146.92	6,492,146.92
Chicago, Anamosa & Northern	163,077,000.00	163,077,000.00	150,318,000.00	...	...	...
Chicago, Burlington & Quincy	...	...	...	...	...	...
Chicago Great Western	12,000,000.00	12,000,000.00	12,000,000.00	5,811,000.00	486,140.00	486,140.00
Mason City & Ft. Dodge	6,239,000.00	5,811,000.00	5,811,000.00	...	261,900.00	261,900.00
Wisconsin, Minnesota & Pac.	...	...	125,817,500.00	...	5,942,140.00	5,942,140.00
Chicago, Milwaukee & St. Paul	...	...	109,308,000.00	107,757,000.00	5,017,475.00	5,045,775.00
Chicago & North Western	42,228,800.00	30,806,800.00	27,357,800.00	12,951,370.08	1,557,291.00	1,649,114.00
Chicago, St. P., M. & P.	...	154,437,000.00	151,437,000.00	...	5,804,684.34	5,802,304.24
Chicago, Rock Island & Pac.	60,000.00	60,000.00	51,500.00	60,000.00	2,068.75	2,700.00
Colfax Northern	...	...	...	...	...	...
Crooked Creek	...	...	...	...	...	...
Davenport, R. I. & N. W.	...	...	...	...	...	...
Des Moines, Iowa Falls & N.	980,000.00	980,000.00	980,000.00	980,000.00	49,300.00	49,300.00
Des Moines Union	800,000.00	671,000.00	671,000.00	671,000.00	33,560.00	33,560.00
Des Moines Western	...	...	...	...	...	...
Dubuque & S. C. (Iowa Cent.)	6,930,000.00	6,730,000.00	6,730,000.00	0,730,000.00	392,500.00	390,600.00
Iowa Central	82,650,000.00	12,990,294.91	12,980,284.91	3,550,206.70	566,100.00	566,100.00
Albia & Center Line	...	...	...	...	...	...
Manchester & Oneida	100,000.00	65,000.00	65,000.00	65,000.00	3,250.00	6,600.00
Minneapolis & St. Louis	44,291,000.00	20,283,000.00	19,795,900.00	18,282,450.00	1,105,388.31	1,105,388.31
Minneapolis, North & Soutn	...	...	...	...	...	...
Newton & Northwestern	8,100,000.00	3,080,000.00	3,080,000.00	2,708,348.33	153,000.00	151,870.00
Tabor & Northern	50,000.00	50,000.00	50,000.00	...	2,500.00	2,500.00
Union Pacific	200,000,000.00	200,000,000.00	190,000,000.00	...	4,007,359.34	4,004,950.00
Wabash	...	...	...	...	...	...
Wilmar & Sioux Falls (G. N.)	8,640,000.00	3,646,000.00	3,646,000.00	3,646,000.00	189,800.00	189,660.00
Totals	\$ 714,848,380.00	\$ 904,388,594.91	\$ 909,912,544.91	\$ 84,949,941.77	\$ 89,394,599.31	

BOARD OF RAILROAD COMMISSIONERS

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TABLE NO. 4—DEBT—CONTINUED.

Miscellaneous Obligations					
Railroads	Amount of authorized issuee	Amount outstanding issued	Cash realized on amount issued	Rate	Amount accrued during year
					Amount paid during year
Ames & College					
Atchison, Topeka & Santa Fe					
Chicago, Milwaukee & Northern	\$ 18,372,000.00	\$ 18,373,000.00	\$ 18,373,000.00		
Chicago, Burlington & Quincy					
Chicago Great Western					
Milwaukee, St. Paul & Pacific					
Wisconsin, Milwaukee & Pac.					
Chicago, Milwaukee & St. Paul					
Chicago & North Western					
Chicago, St. P. M. & Omaha					
Chicago Rock Island & Pac.					
Collatz Northern					
Crooked Creek					
Davenport, R. I. & N. W.					
Des Moines, Iowa Falls & N.					
Des Moines Union					
Des Moines Western					
Dubuque & S. C. (Illi. Cent.)					
Iowa Central					
Albia & Centerville					
Manchester & Oneida					
Minneapolis & St. Louis					
Muscatine, North & South					
Newton & Northwestern					
Tabor & Northern					
Union Pacific					
Wabash					
Wilmar & Sioux Falls (G. N.)					
Totals:	\$ 114,673,458.77	\$ 110,613,459.77	\$ 107,338,669.68	\$ 11,910,169.68	\$ 4,730,000.37
Includes \$25,000,000.00 debenture bonds.					
Includes \$1,300,000.00 debenture bonds.					

Includes \$1,307,310.67 debenture bonds.
Includes \$1,300,776.00 debenture bonds.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 5—

Railroads	Income Bonds			
	Amount of au- thorized issue	Amount issued	Amount out- standing	Cash realized on amount issued
Ames & College				
Atchison, Topeka & Santa Fe	\$ 151,728,000	\$ 131,439,000	\$ 116,795,000	\$ 75,128,860.25
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy				
Chicago Great Western				
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pac.				
Chicago, Milwaukee & St. Paul				
Chicago & North-Western		500,000	500,000	
Chicago, St. P., M. & Omaha				
Chicago, Rock Island & Pac.				
Colfax Northern				
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.				
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)				
Iowa Central				
Albia & Centerville				
Manchester & Oneida				
Minneapolis & St. Louis				
Muscatine, North & South				
Newton & Northwestern				
Tabor & Northern				
Union Pacific				
Wabash				
Willmar & Sioux Falls (G. N.)				
Total	\$ 151,728,000	\$ 131,939,000	\$ 116,795,000	\$ 75,128,860.25

BOARD OF RAILROAD COMMISSIONERS

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DEBT—CONTINUED.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 6—DEBT—CONTINUED.

	Railroads	Grand Totals		Interest paid during year
		Amount outstanding at end of audit	Average interest rate	
Ames & College	\$ 3,400,000.00	\$ 312,000,500.00	3% 38.00	\$ 11,136,761.21
Archibald, Lapeka & Santa Fe	1,700,000.00	350,000.00	5%	\$ 11,148,143.00
Chesapeake & Ohio	1,311,000.00	182,449,000.00	1.68% 6.00	\$ 7,308,306.50
Chicago Great Western	12,300,000.00	12,000,000.00	12.300,000.00	\$ 7,239,776.02
Mason City & Ft. Dodge	6,232,000.00	5,811,000.00	5.811,000.00	\$ 486,140.00
Wiscasset, Moosehead & Presque Isle	12,300,000.00	5,811,000.00	5.811,000.00	\$ 486,140.00
Chicago & North Western	12,221,000.00	172,010,000.00	185,24,000.00	\$ 5,949,000.00
Chicago St. Paul & Milwaukee	12,221,000.00	25,608,800.00	27,37,800.00	\$ 7,782,348.00
Chicago Rock Island & Pacific	12,221,000.00	184,820,000.00	177,171,000.00	\$ 1,549,114.00
Colo-Northern	60,000.00	60,000.00	51,500.00	\$ 6,617,450.24
Critchell Creek				\$ 6,879,424.24
Davenport R. I. & N. W.				\$ 8,700.00
Dates Moines, Iowa Falls & N.	1,026,000.00	1,036,000.00	1,036,000.00	\$ 51,800.00
Dates Moines Union	800,000.00	671,000.00	671,000.00	\$ 33,550.00
Dates Moines Western				\$ 33,550.00
Dubuque & C. I. Central	23,190,458.77	19,405,158.77	17,775,932.68	\$ 780,887.94
Iowa Central & Centerville	32,640,400.00	12,900,294.01	12,900,294.01	\$ 506,100.00
Minneapolis & St. Louis	100,000.00	65,000.00	65,000.00	\$ 3,250.00
Minneapolis, North & St. Louis	10,241,000.00	25,283,000.00	24,775,000.00	\$ 6,500.00
Newton & Northwestern	3,100,000.00	3,741,000.00	3,030,000.00	\$ 148,000.00
Tabor & Northern	50,000.00	50,000.00	50,000.00	\$ 2,500.00
Union Pacific	275,000,000.00	200,000,000.00	100,000,000.00	\$ 4,004,950.00
Wabash	320,000,000.00	143,557,000.00	115,685,000.00	\$ 4,421,555.07
Wilmot & St. Paul Falls (G. N.)	3,610,000.00	3,610,000.00	3,610,000.00	\$ 152,300.00
Total	\$ 1,300,000,000.00	\$ 1,308,500,000.00	\$ 1,303,600,000.00	\$ 52,469,100.11

*Interest bearing liabilities.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 7—DEBT—CONTINUED.

Railroads	Amount of Debt per Mile of Road		Amount of debt represented by road in Iowa	Interest paid during year	Stock and debt of railroad in Iowa	Stock and debt per mile	Endorse line	Iowa
	Miles	Amount						
Ames & College	1.96	\$ 28,129.00				\$ 90,000.00		10,101.00
Atchison, Topeka & Santa Fe	1,858.82	\$ 28,129.00				494,443,780.00		50,153.00
Citrus, Anamosa & Northern	19.60	17,857.14	\$ 350,000.00			462,000.00		26,510.30
Chicago, Burlington & Quincy	8,600.07	13,473.00	11,368,110.00	\$ 523,010.00		270,520,100.00		*14,482.47
Chicago Great Western	75.17	57.30	231,151.20	122,800.14		106,529,352.05		130,346.04
Chicago & Ft. Dodge	78.13	31,735.12	11,132,380.10	451,003.10		44,841,152.00		118,560.60
Madison, Minnesota & Pacific	27.00	21,442.90	452,000.00	19,301.11		11,704,400.00		43,189.66
Milwaukee, Milwaukee & St. Paul	7,196.69	17,507.02	122,762,977.00	11,519,114.01		258,800,900.00		36,017.86
Chicago & North Western	7,524.61	23,487.11	*30,811.13	*1,625,960.02		201,153,760.75		*40,028.35
Chicago, St. Paul & Omaha	1,601.61	18,015.22	*1,634,445.30	*70,701.01		63,666,926.62		*38,777.13
Chicago Rock Island & Pacific	1,626.05	31,670.10	51,700.00			232,371,400.00		61,207.00
Citrus Northern	0.00	8,583.23				11,500.00		18,583.33
Crooked Creek	17.01					225,000.00		12,777.45
Davenport, Rock Island & North Western	46.71	11,707.5	1,415,000.30			8,000,000.00		64,157.40
Des Moines, Iowa Falls & Northern	70.41	167,250.30	371,700.00			1,256,042.18		17,851.38
Des Moines Union	4.00		23,500.00			1,071,000.00		267,750.00
Iowa Moines Western	4.02					211,700.00		45,829.51
Dubuque & St. Louis Central	750.50	23,401.21	17,751,128.38	781,581.01		20,511,628.08		38,876.70
Iowa Central	902.27	25,848.01	16,034,517.50	490,212.25		27,189,749.73		54,133.73
Allota & Centerville	24.40					4,000,000.00		16,388.44
Manchester & Oneida	8.75	7,429.00	75,000.00	6,500.00		118,500.00		18,542.00
Minneapolis & St. Louis	6,5141	30,346.00	8,45,482.00	409,116.83		34,843,682.11		55,194.00
Missouri, North & Southern	26.67					450,000.00		15,606.85
Newton & Northwestern	100.50	29,853.00	3,040,000.00	21,570.00		5,560,000.00		54,243.90
Tabor & Northern	8.71	5,688.23	50,000.00	2,500.40		75,300.00		8,566.65
Union Pacific	3,007.41	57,783.90	4,067,606.82	161,438.11		441,013,345.94		112,498.07
Waukon	3,015.40					200,305,000.68		108,839.92
Wilmar & Sioux Falls (G. N.)	301.25	11,084.00				10,646,000.00		24,763.00
Totals								52,763.64
	43,707.83	\$ 25,477.61	\$ 110,506,189.19	\$ 6,305,012.80	\$ 2,574,540,351.14			

*Proportional. †Road mileage basis.

+The report for the Union Pacific Rd. Co. includes stocks and bonds in the acquisition of stock and bonds of the Oregon Short Line Rd. Co. and other companies, the mileage of which companies is not represented in this report.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 8—STOCKS

Railroads	Stocks Owned			
	Railway Stocks			Other Stocks
	Total Par Value	Income or Dividend Received	Valuation	
Ames & College				
Atchison, Topeka & Santa Fe	\$ 92,819,120.00	\$ 31,935.41		\$ 8,294,912.90
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	481,100.00	4,086.80	\$ 352,869.12	15,000.00
Chicago Great Western	39,065,026.01	4,110.80	\$ 39,130,420.89	193,450.00
Mason City & Ft. Dodge				400,000.00
Wisconsin, Minnesota & Pac.				
Chicago, Milwaukee & St. Paul	8,668,400.00	9,086.80	\$ 8,005,601.00	666,600.00
Chicago & North-Western	25,180,001.70	1,818,000.00		5,186,200.00
Chicago, St. P., M. & Omaha	4,855,228.90	103,090.80	4,884,428.30	
Chicago, Rock Island & Pac.	42,687,605.00	298,884.24	\$ 36,089,659.20	4,671,000.00
Colfax Northern				
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	52,500.00	7,174.64	\$ 52,500.00	
Des Moines Union	6,200.00			6,200.00
Des Moines Western	6,200.00			6,200.00
Dubuque & S. C. (Ill. Cent.)	6.80			6.80
Iowa Central	900,550.00			
Albia & Centerville				
Manchester & Oneida				
Minneapolis & St. Louis	618,900.00	15,631.87	103,000.00	
Muscatine, North & South				
Newton & Northwestern				1,000.00
Tabor & Northern				
Union Pacific	65,687,800.00	9,815,450.50	\$ 73,790,070.50	22,302,800.00
Wabash	15,286,451.68	87,200.00	10,099,265.84	2,529,700.00
Willmar & Sioux Falls (G. N.)	2,500,000.00		\$ 2,500,000.00	
Total	\$ 293,734,589.49	\$ 11,126,201.26	\$ 169,479,813.24	\$44,752,669.90

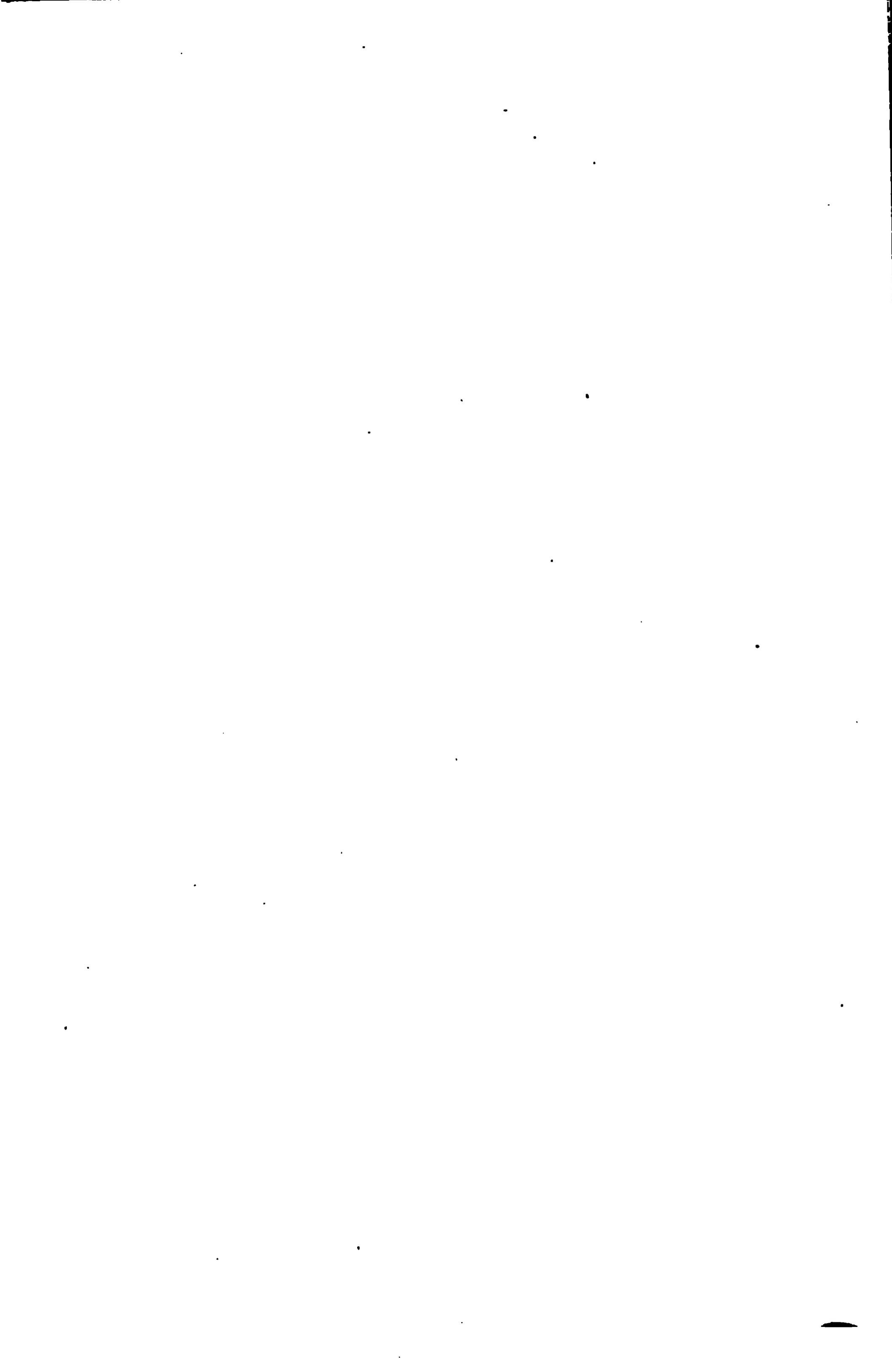
BOARD OF RAILROAD COMMISSIONERS

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AND BONDS OWNED.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 9—RENTALS RECEIVED, RENTALS PAID AND MISCELLANEOUS INCOME.



THIRTIETH ANNUAL REPORT OF THE

TABLE No. 10—COST OF

Railroads	Cost of Construction			Cost of Equipment		
	Total cost to June 30, 1906	Total cost to June 30, 1907	Per mile	Total cost to June 30, 1906	Total cost to June 30, 1907	Per mile
Ames & College -----						
A., T. & S. F. -----	\$ 457,336,987.00	\$ 460,111,445.75	\$ 47,336.80	\$26,979,656.68	\$33,742,336.78	\$ 3,498.55
C. A. & N. -----						
C., B. & Q. -----						
C. G. W. -----	65,477,081.86	66,887,450.05	88,506.49	8,541,420.18	9,476,949.84	12,549.43
M. C. & F. D. -----	43,067,716.80	43,267,497.84	114,424.93	1,577,926.14	1,577,926.14	4,172.97
W. M. & P. -----	11,339,247.24	11,455,404.49	42,270.87	669,987.79	669,987.79	2,446.45
C. M. & St. P. -----						
S.C. & N. W. -----						
S.C., St. P., M. & O. -----						
C., R. I. & P. -----						
Colfax Northern -----	186,041.47	188,806.02	23,134.84	28,488.88	29,315.10	4,885.85
Crooked Creek -----	450,506.03	452,070.68	25,871.26	20,938.04	20,938.04	1,188.98
D., R. I. & N. W. -----	3,152,874.20	8,171,881.84	67,828.54	112,433.67	112,433.67	2,404.48
D. M., I. F. & N. -----	1,805,412.97	1,820,745.09	25,848.17	175,886.80	179,146.24	2,543.24
D. M. Union -----	1,245,685.83	1,263,107.55	313,276.89	31,386.63	31,386.63	7,846.66
D. M. Western -----	211,759.99	214,849.89	46,504.20			
D. & S. C. (Ill. Cen.) -----						
Iowa Central -----	28,947,844.20	28,990,810.01	47,764.77	2,383,665.74	2,386,666.74	4,761.76
A. & C. -----	400,420.00	400,420.00	16,383.80			
M. & O. -----						
M. & St. L. -----						
Mus., N. & S. -----						
N. & N. W. -----	2,475,578.25	2,478,142.48	24,177.00	62,077.15	62,077.15	605.68
Tabor & Northern -----	82,688.07	82,688.07	9,407.06	10,229.68	10,229.68	1,163.78
Union Pacific -----	226,576,052.99	228,773,871.90	76,233.82	11,108,065.08	11,108,065.08	8,701.51
Wabash -----						
W. & S. F. (Gr. N.) -----	9,011,891.88	9,135,042.11	30,024.79	388,424.57	359,527.61	1,181.68
Total -----	\$ 845,700,287.73	\$ 853,583,783.27		\$52,086,586.42	\$59,759,978.49	

†Credit for year ending June 30, 1907, \$28,896.96.

†Road mileage basis.

*Credit for year ending June 30, 1907, \$33,794.30.

§Proportional.

ROAD AND EQUIPMENT.

Grand Total Cost of Construction and Equipment			Total Cost of Construction and Equipment for Iowa		
Total cost to June 30. 1906	Total cost to June 30. 1907	Per mile	Total cost to June 30. 1906	Total cost to June 30. 1907	Per mile
\$ 26,794.98	\$ 26,794.98	\$ 13,539.88	\$ 26,794.98	\$ 26,794.98	\$ 13,539.88
484,805,643.69	493,858,789.53	50,759.85	-----	-----	-----
209,965.74	209,965.74	10,712.50	209,965.74	209,965.74	10,712.50
837,755,299.59	845,281,500.00	89,870.52	54,881,516.75	*54,847,722.45	89,796.28
74,018,451.49	76,814,892.89	101,055.91	89,205,285.20	40,416,103.47	101,055.91
44,645,642.94	44,845,426.98	118,597.90	41,418,655.87	41,603,996.74	118,597.90
11,995,285.08	12,118,392.28	44,717.82	975,999.30	986,013.00	44,717.82
250,654,089.84	250,148,727.01	88,180.17	-----	167,482,828.51	88,084.49
233,200,686.79	243,904,818.18	88,414.16	48,588,802.81	51,087,058.86	88,414.15
61,285,083.70	62,408,611.00	88,016.71	-----	12,883,765.56	88,016.71
166,718,071.08	186,186,644.88	87,777.85	-----	-----	-----
164,529.85	168,121.12	28,020.19	164,529.85	168,121.12	28,020.19
471,444.07	473,008.72	28,860.28	471,444.07	473,008.72	28,860.28
3,265,307.87	3,288,815.51	70,287.02	2,369,028.17	2,373,968.39	68,985.62
1,981,299.77	1,999,891.38	28,391.41	1,981,299.77	1,999,891.38	28,391.41
1,277,072.46	1,284,494.18	831,123.55	1,277,072.46	1,284,494.18	831,123.55
211,759.99	214,849.39	46,504.20	211,759.99	214,849.39	46,504.20
29,679,249.80	29,679,249.80	89,057.81	-----	-----	-----
26,834,509.94	26,877,475.75	52,516.58	21,718,609.66	21,750,628.65	52,656.02
400,420.00	400,420.00	16,388.80	400,420.00	400,420.00	16,388.80
-----	29,917,626.08	-----	-----	-----	-----
-----	30,104,576.89	47,673.38	-----	-----	-----
9,537,655.40	8,540,819.63	24,782.68	9,537,655.40	9,540,819.63	24,782.68
98,917.75	98,917.75	10,570.84	98,917.75	98,917.75	10,570.84
236,684,118.07	239,881,986.98	79,935.35	-----	-----	-----
147,284,094.81	169,684,862.62	96,308.41	-----	-----	-----
9,399,815.90	9,494,569.72	81,206.47	-----	-----	-----
\$ 2,153,407,776.85	\$ 2,239,979,451.85	-----	\$ 216,026,745.27	\$ 290,247,256.81	-----

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 11.—INCOME ACCOUNT—IOWA.

Railroads	Income from Operation		Income from Other Sources		Total net income
	Gross income	Operating expenses	Interest on bonds owned	Miscellaneous income, less expenses	
Ames & College, Topeka & Santa Fe	\$0,450.99	8,775.74	11,844.95	11,644.95	\$75,807.61
Aetlison, 270,62	277,768.91	73,427.61	8,053.50	8,053.50	75,306.50
Chicago, Anamosa & Northern	16,737.17	12,843.67	3,898.28	3,898.28	3,090.50
Chicago, Burlington & Quincy	10,733,262.33	7,405,170.05	8,895,558.51	8,895,558.51	3,038,099.35
Chicago Great Western	8,850,412.10	8,071,058.59	759,197.60	759,197.60	310,850.10
Mason City & Ft. Dodge	1,707,856.40	1,015,666.86	15,269.61	15,269.61	762,187.50
Wisconsn & Minnesota & Pac.	54,556.00	38,993.00	8,818,860.49	8,818,860.49	15,358.00
Chicago, Milwaukee & St. Paul	14,395,804.74	10,976,964.95	6,063,916.94	6,063,916.94	3,897,149.41
Chicago & North-Western	14,321,983.66	9,359,036.73	880,542.81	880,542.81	5,481,004.57
Chitengro, St. P., M. & Omaha	9,902,984.00	9,307,344.13	8,367,419.77	8,367,419.77	3,357,449.77
Chicago, Rock Island & Pacific	13,674,792.90	8,596,632	880,84	880,84	16,307.75
Colfax Northern	26,954.86	20,556.89	8,590.98	8,590.98	3,350.98
Crooked Creek	47,143.00	37,119.03	10,093.96	10,093.96	10,055.98
Davenport, R. I. & N. W.	21,428.02	16,920.14	81,192.89	81,192.89	55,817.50
Des Moines, Iowa Falls & N.	375,810.59	316,888.51	59,440.06	59,440.06	126,812.11
Des Moines Union	22,390.96	9,999.70	12,390.20	12,390.20	4,101.00
Des Moines Western	4,949,911.92	3,824,613.83	1,007,897.96	1,007,897.96	7,174.64
Dubuque & S. C. (Illi. Cent.)	2,329,419.85	1,516,820.53	71,9,629.33	71,9,629.33	68,304.00
Town Central	29,672.05	21,693.89	18,860.83	18,860.83	15,900.83
Albia & Centerville	19,640.38	15,827.74	8,813.61	8,813.61	3,613.61
Manchester & O'neillia	1,374,784.14	705,981.96	6,868,926.18	6,868,926.18	613,089.76
Minneapolis & St. Louis	1,61,668.06	61,138.71	630.35	630.35	590.35
Mosentine, North & South	180,518.00	144,988.50	44,687.50	44,687.50	48,470.17
Newton & Northwestern	20,000.07	16,000.20	6,810.69	6,810.69	6,810.69
Tabor & Northern	259,177.18	301,273.09	110,075.90	110,075.90	110,075.90
Union Pacific	1,151,810.90	915,590.50	3,350.17	3,350.17	3,350.17
Wabash	460,631.06	339,895.51	120,745.57	120,745.57	120,745.57
Willmar & Sioux Falls (G. N.)					
Totals	\$71,520,816.32	\$51,112,377.66	\$20,408,488.50	\$41,348.50	\$1,475,819.10

*Proportional.

†Deficit.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 12—INCOME ACCOUNT—IOWA—CONTINUED.

Railroads	Deductions from Income					Debtors
	Interest on indebt- edness ac- crued	Rents	Taxes	Permanente- ment improve- ments	Other de- ductions	
Ames & College			405.43		11,347.38	
Atchison, Topeka & Santa Fe			14,213.05		89,256.69	
Chicago, Milwaukee & Northern			859.83		3,004.69	
Chicago, Burlington & Quincy			366,548.49		2,973,548.75	
Chicago, Great Western.			358,819.34		489,519.61	
Madison City & Ft. Dodge			500,900.02		351,288.40	
Wisconsin, Minnesota & Pacific			20,000.00			6,763.64
Chicago, Milwaukee & St. Paul			2,074,901.03		1,659,193.39	
*Chicago & North-Western			3,192,886.23		3,269,769.75	
*Chicago, St. P., M. & Omaha			100,189.14		836,488.65	
Chicago, Rock Island & Pacific			442,000.00		3,494,350.40	
Cottage Northern			10,361.70		6,870.06	
Davenport, R. I. & N. W.			1,897.75		6,371.60	
Des Moines, Iowa Falls & N.			10,088.00			
Des Moines Union			6,444.00	18,591.50	1,073.08	
Des Moines Western			26,890.00		68,800.00	
Dubuque & S. C. (I). Cent.)			1,760.00		1,780.50	14,710.76
Iowa Central			154,928.49	119,939.70	65,983.00	80,092.77
Albia & Centerville			67,500.00		1,700.00	
Manchester & Oneida			2,700.00		7,399.00	11,730.65
Minneapolis & St. Louis			398.00		454,767.35	3,976.00
Muscatine, North & South			42,100.00		169,379.40	
Newton & Northwestern			3,694.26		3,734.35	2,194.00
Tabor & Northern			12,159.48		188,139.64	189,668.47
Union Pacific			884.22		6,598.89	1,340.80
Wabash			32,447.64		82,447.64	135,583.64
Willmar & Sioux Falls (G. N.)			44,551.46	80,138.37	3,697.00	2,099.84
			15,739.81		16,739.81	
Totals	\$ 6,731,800.00	\$ 894,925.16	\$ 37,000.50	\$ 2,305,050.00	\$ 267,001.54	\$ 109,170.55

*Proportional.

†Actual taxes \$407,042.34.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 13—INCOME

Railroads	Payments from Net Income							
	Dividends on Stock				Other payments	Total		
	Common		Preferred					
	Rate	Amount	Rate	Amount				
Ames & College								
Atchison, Topeka & Santa Fe								
Chicago, Anamosa & Northern								
Chicago, Burlington & Quincy								
Chicago Great Western	5	\$ 300,427.85	14	\$ 1568,841.54		\$ 854,269.39		
Mason City & Ft. Dodge								
Wisconsin, Minnesota & Pac.								
Chicago, Milwaukee & St. Paul	7	1,285,929.80	7	905,948.01		2,191,877.81		
*Chicago & North-Western	7	1,278,390.69	8	874,329.69		1,652,720.31		
*Chicago, St. P., M. & Omaha	7	58,970.81	7	35,774.11		94,744.92		
Chicago, Rock Island & Pacific								
Colfax Northern								
Crooked Creek								
Davenport, R. I. & N. W.								
Des Moines, Iowa Falls & N.								
Des Moines Union								
Des Moines Western		29,188.05				29,188.05		
Dubuque & S. C. (Ill. Cent.)								
Iowa Central								
Albia & Centerville								
Manchester & Oneida								
Minneapolis & St. Louis			5	67,940.00		67,940.00		
Muscatine, North & South								
Newton & Northwestern								
Tabor & Northern								
Union Pacific								
Wabash								
Willmar & Sioux Falls (G. N.)								
Totals		\$ 2,952,907.30		\$ 1,937,133.96		\$ 4,890,040.46		

*Proportional.

†Debenture stock.

BOARD OF RAILROAD COMMISSIONERS

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ACCOUNT—IOWA—CONTINUED.

From Operations Year Ending June 30, 1907		On June 30, 1906		For Year		On June 30, 1907	
Surplus	Deficit	Surplus	Deficit	Additions	Deductions	Surplus	Deficit
\$ 11,247.82		\$ 958.97		\$ 8,634.56		\$ 20,836.35	
50,295.56							
3,004.68			\$ 7,061.15				3,966.47
\$ 365,749.76		165,808.27		148,421.10			52,020.39
251,228.69					251,228.69		
6,763.64			1,679.81				8,443.45
669,679.43							
1,636,049.44		2,916,081.25				4,552,130.69	
241,787.68							
6,376.08		82,072.23				38,448.31	
6,371.50		497,478.40				501,217.54	
		35,888.46				35,888.46	
1,078.08			126,826.48				125,252.45
68,866.08		99,099.36					
14,477.29		38,246.55					
89,092.77							
211,569.51		1,313,421.88		2,709.38		1,527,700.77	
11,720.88			9,132.57	10,515.28			10,338.12
8,576.08							
91,083.40			803,297.61		81,137.96		792,403.17
3,194.00			3,410.47				5,604.47
139,662.47		286,688.20				5,181.34	431,477.01
1,240.80		23,180.89		1,184.61	5.92		20,760.90
185,528.54							
2,008.24							
106,005.76							
\$ 2,699,188.93	\$ 1,440,539.04	\$ 5,098,545.37	\$ 1,259,720.68	\$ 171,464.98	\$ 340,181.27	\$ 6,863,956.77	\$ 1,450,266.48

THIRTIETH ANNUAL REPORT OF THE

TABLE NUMBER 14—INCOME ACCOUNT—ENTIRE LINE.

Railroads	Income From Operation		Income From Other Sources		Total net income
	Gross amount	Operating expenses	Dividends owned	Bonds owned	
Ames & College	\$ 8,715.74	\$ 11,664.35	\$ 245,389.41	\$ 5,090,620.34	\$ 5,489,870.43
Atchison, Topeka & Santa Fe	47,161,966.36	39,477,380.75	3,952.50		\$ 34,947,581.18
Chicago, Milwaukee & Northern	16,787.17	12,813.67			3,953.60
Chicago, Burlington & Quincy	51,705,307.83	58,181,44.98	32,560,812.34	4,683.80	\$ 45,367.16
Chicago Great Western	8,897,451.21	7,075,215.77	1,888,085.41		\$ 20,345.98
Madison City & Ft. Dodge	1,060,909.16	1,190,349.47	786,816.62		766,646.68
Wisconsin, Minnesota & Pac.	729,417.20	423,351.51	313,185.69		313,185.69
Chicago, Milwaukee & St. Paul	60,548,554.45	59,400,410.14	31,148,144.31	6,000.00	\$ 1,042,000.48
Chicago & North Western	68,873,831.39	44,789,046.88	34,089,005.93	1,730,789.00	411,889.37
Chicago, St. P. M. & Omaha	14,012,843.78	9,171,115.81	4,871,797.97	103,860.80	2,146,150.87
Chicago, Rock Island & Pacific	55,538,487.45	39,566,004.21	15,972,381.91	370,964.24	825,595.01
Cintra Northern	55,988.02	38,890.84	16,607.78		1,885,388.61
Crooked Creek	28,954.88	30,525.69	8,390.98		16,807.78
Davenport, R. I. & N. W.	57,053.32	69,613.15	17,450.17		8,309.98
Des Moines, Iowa Falls & N.	281,452.08	140,389.14	81,143.88		17,450.17
Des Moines, Union	875,809.59	216,858.61	69,446.08		88,317.52
Des Moines Western	29,389.36	9,399.76	18,380.20		125,313.11
Duluth & S. C. (III. Cont.)	5,895,897.03	4,068,797.88	1,787,129.14		1,401.00
Iowa Central	8,316,946.73	2,169,824.05	1,059,413.67		1,777,129.14
Albia & Centerville	30,673.06	31,638.89	8,360.83		7,174.64
Manchester & Oneida	10,640.89	16,387.74	8,312.54		63,888.08
Minneapolis & St. Louis	4,152,953.97	2,568,542.41	1,624,411.58		4,101.00
Muscatine, North & South	61,668.98	61,138.71	530.25		16,491.98
Newton & Northwestern	169,516.00	144,988.50	44,697.80		1,888,246.61
Tabor & Northern	92,900.97	19,000.28	6,810.68		530.25
Union Pacific	45,712,833.64	25,854,134.74	19,678,798.80	8,987,886.50	8,948.67
Wabash	27,565,089.40	20,453,619.76	7,141,409.65	492,688.01	48,472.17
Willmar & Sioux Falls (G. N.)	\$ 3,027,611.58	1,853,062.09	674,659.50	7,049.24	6,810.68
Totals	\$ 458,389,632.68	\$ 326,135,864.66	\$ 155,155,706.03	\$ 12,301,406.75	\$ 161,306,661.01

*Deficit.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 16—INCOME ACCOUNT—ENTIRE LINE—CONTINUED.

Railroads	Deductions from Income							Net Income	
	Interest on undrawn debt ac- crued	Interest on deteriorat- ing debt ac- crued	Interest on bearing current liabilities	Rents	Taxes	Permane- nt improve- ments	Other de- ductions	Total de- ductions in income	Debt
Ames & College									
Atchison, Topeka & Santa Fe	\$11,136,781.21	\$45,008.82	\$18,139.00	\$3,127,905.17	\$38,815.00	\$406.63	\$106,432	\$11,247.58	\$2,277,496.32
Chicago, Milwaukee & Northern	7,286,773.92			\$216,000.00				856.38	3,094.08
Chicago, Burlington & Quincy	18,831.92	437,520.51						10,822,143.90	13,141,050.60
Great Western								1,072,921.45	4,178,959.52
Mason City & Ft. Dodge	490,000.00			60,000.00					540,000.00
Wisconsin, Minnesota & Pac.	281,900.00			97,302.62				289,712.59	58,813.15
Chicago, Milwaukee & St. Paul	6,912,140.00							408,821.17	13,480,812.75
Chicago & North-Western	7,749,183.67			931.26	51,074.45	2,464.73	226,564.88	10,495.491	20,15,740,765.00
Chicago, St. P. M. & Omaha	1,597,291.00							5,410.41	2,190,703.81
Chicago, Rock Island & Pacific	6,017,439.24	910,645.76	1,100,730.04	1,588,980.32				37,678.51	10,254,891.47
Colfax Northern	2,683.75	1,598.07	4,098.40	1,397.73					10,231.70
Crooked Creek				8,027.73					6,371.50
Davenport, R. I. & N. W.				17,450.17					17,450.17
Dres. Moines, Iowa Falls & N.	51,300.00	10,408.91							
Dres. Moines Union	33,560.00								
Dres. Moines Western									
Dubuque & S. C. (Illi. Cent.)	780,927.94								
Iowa Central	596,100.00	66,701.69	22,300.00						
Albia & Centerville									
Manchester & Oneida	6,500.00								
Minneapolis & St. Louis	1,113,910.97			6.00					
Muscatine, North & South									
Newton & Northwestern	153,000.00			40.00					
Tabor & Northern	2,500.00			2,950.22					
Union Pacific	4,007,883.31			2,305.66					
Wabash	4,511,366.07								
William & Sioux Falls (G. N.)	182,300.00								
Totals	\$66,581,948.03	\$1,449,006.83	\$1,400,889.49	\$15,068,089.78	\$11,376,127.46	\$84,385,655.12	\$97,106,189.90	\$ 2,460,697.58	\$ 2,460,697.58

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 16—INCOME ACCOUNT

Railroads	Payments From Net Income							
	Dividends on Stock				Other payments	Total		
	Common		Preferred					
	Rate	Amount	Rate	Amount				
Ames & College								
Atchison, Topeka & Santa Fe	5½	\$ 5,655,032.50	5	\$ 5,708,690.00		\$11,363,722.50		
Chicago, Anamosa & Northern								
Chicago, Burlington & Quincy	7	7,758,737.00				7,758,737.00		
Chicago Great Western	5	566,845.00	†4	†1,044,984.00		1,611,829.00		
Mason City & Ft. Dodge								
Wisconsin, Minnesota & Pac.								
Chicago, Milwaukee & St. Paul	7	4,938,286.50	7	8,479,063.00		8,417,849.50		
Chicago & North-Western	7	6,118,577.50	8	1,791,600.00		7,910,177.50		
Chicago, St. P., M. & Omaha	7	1,298,916.50	7	787,976.00		2,086,892.50		
Chicago, Rock Island & Pacific	5½	4,116,728.00	*6	*8,598.00		4,125,326.00		
Colfax Northern								
Crooked Creek								
Davenport, R. I. & N. W.								
Des Moines, Iowa Falls & N.								
Des Moines Union								
Des Moines Western		29,188.05				29,188.05		
Dubuque & S. C. (Illi. Cent.)	4	470,380.00				470,380.00		
Iowa Central								
Albia & Centerville								
Manchester & Oncida								
Minneapolis & St. Louis			5	200,000.00		200,000.00		
Muscatine, North & South								
Newton & Northwestern								
Tabor & Northern								
Union Pacific	10	19,548,240.00	4	8,982,772.00		28,531,012.00		
Wabash								
Willmar & Sioux Falls (G. N.)	7	490,000.00				490,000.00		
Totals		\$50,990,981.05		\$17,003,683.00		\$67,994,614.05		

*B., C. R. & N. Ry. and R. I. & P. Ry. stock.

†Debenture stock.

BOARD OF RAILROAD COMMISSIONERS

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—ENTIRE LINE—CONTINUED.

From Operations Year Ending June 30, 1907		On June 30, 1906		For Year		On June 30, 1907	
Surplus	Deficit	Surplus	Deficit	Additions	Deductions	Surplus	Deficit
\$ 11,247.82		\$ 953.97		\$ 8,634.56		\$ 20,836.85	
13,775.82		19,985,482.99		283,748.82	\$ 216,133.27	20,066,874.96	
3,094.68		\$ 7,061.15					\$ 3,966.47
5,883,198.60		41,649,586.94				47,032,780.54	
\$ 432,859.07		419,979.97		280,039.82		267,160.72	
226,646.69						226,646.69	
58,393.13						58,393.13	
5,072,468.25		88,789,997.76				88,862,461.01	
7,880,388.16		18,956,820.30				21,787,208.46	
828,720.70		3,082,490.16				8,856,210.86	
4,477,486.38		15,331,087.96		976,205.66	3,670,827.67	17,118,881.73	
6,376.08		32,072.28				38,448.31	
6,371.50		497,473.40				501,217.54	
		47,895.14				47,895.14	
1,078.03			126,325.48				126,252.45
63,866.08		99,099.86				163,965.89	
	14,477.29	38,946.56				23,769.26	
166,419.12			241,190.51	10.00			74,781.39
442,800.72		2,077,314.04		8,294.08		2,522,908.84	
	11,720.83		9,139.57	10,515.28			10,838.12
3,576.08							
287,706.26			1,488,401.62				1,496,033.78
	2,194.00		8,410.47				5,604.47
	189,662.47		286,688.20				481,477.01
1,240.80		28,120.39		1,184.61	5.92		20,760.90
4,401,009.52		16,457,582.67				18,866,795.28	
461,664.82		248,200.01				264,226.56	445,638.27
	126,512.90	376,455.62					260,942.72
\$29,683,418.11	\$ 730,002.64	\$ 148,040,188.47	\$ 2,179,835.89	\$ 1,563,632.88	\$ 6,072,177.27	\$171,867,444.73	\$2,158,194.54

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 17—

Railroads	Passenger				Total passenger revenue
	Originating and terminating in Iowa	Originating but not terminating in Iowa	Terminating but not originating in Iowa	Crossing the state	
Ames & College -----	\$ 16,541.86				\$ 16,541.86
Atchison, Topeka & Santa Fe -----					68,518.00
Chicago, Anamosa & Northern -----	3,844.81				8,844.81
Chicago, Burlington & Quincy -----					2,764,344.24
Chicago Great Western -----	430,468.89	\$ 158,167.81	\$ 189,249.19	\$ 209,821.80	987,707.60
Mason City & Ft. Dodge -----	238,900.63	56,425.78	42,010.65	60,233.69	392,579.75
Wisconsin, Minnesota & Pac. -----	8,297.98	886.56	768.27		4,952.76
Chicago, Milwaukee & St. Paul -----	1,729,654.48	503,668.78	423,829.87	1,090,782.36	2,659,325.56
Chicago & North-Western -----					3,746,985.49
Chicago, St. P., M. & Omaha -----					810,213.38
Chicago, Rock Island & Pacific -----					8,775,254.86
Colfax Northern -----	8,474.85				8,474.85
Crooked Creek -----	1,085.08				1,085.08
Davenport, R. I. & N. W. -----					
Des Moines, Iowa Falls & N. -----	55,072.34				55,072.34
Des Moines Union -----					
Des Moines Western -----					
*Dubuque & S. C. (Ill. Cent.) -----	747,920.78	182,029.22	170,757.70	189,635.26	1,288,342.96
Iowa Central -----					405,790.72
Albia & Centerville -----	7,443.83				7,443.83
Manchester & Oneida -----	7,424.54				7,424.54
Minneapolis & St. Louis -----					816,964.41
Muscatine, North & South -----	7,240.39				7,240.39
Newton & Northwestern -----	14,288.09				14,288.09
Tabor & Northern -----	5,433.78				5,433.78
Union Pacific -----		782.76	731.90	7,471.20	8,985.86
Wabash -----	115,761.62	77,047.45	52,317.18	26,933.96	272,060.21
Willmar & Sioux Falls (G. N.) -----	29,954.57	8,969.85	26,031.88	555.51	65,510.81
Totals -----	\$ 3,417,767.47	\$ 986,977.71	\$ 855,696.14	\$ 1,578,433.78	\$17,184,386.27

EARNINGS--IOWA.

Express						Extra baggage and storage	Other items	Total passenger earnings
Originating and termi- nating in Iowa	Originating but not terminat- ing in Iowa	Terminating but not originating in Iowa	Crossing the state	Total ex- press	Mails			
\$ 1,520.04				\$ 9,418.56	\$ 12,512.94	\$ 554.89	\$ 1,611.60	\$ 16,541.86
				1,520.04	586.88	25.05		87,615.49
				281,650.95	606,019.23	96,828.38	34,652.80	5,976.78
				80,928.64	60,745.77	8,904.69	14,451.80	8,723,525.10
				22,730.93	19,940.52	4,155.53	2,282.48	1,102,783.59
				795.38	1,303.80	151.21	41.94	441,689.21
				294,599.11	301,119.50	47,454.61	148,074.91	7,244.50
				325,215.83	479,833.76	52,457.16	6,658.44	3,450,573.69
				24,687.52	33,077.86	5,053.04	323.43	4,610,680.73
				405,438.43	350,369.05	68,723.23		878,854.73
	80.20			80.20		14.91		4,599,785.57
	800.00			800.00	708.83			8,569.96
					3,917.68			2,048.41
				2,596.29	8,303.28	625.47		8,917.68
								61,597.38
143,389.86				143,389.86	120,077.58	21,484.57	5,043.30	1,573,338.27
				27,683.76	50,517.24	10,141.50	1,597.80	495,731.08
300.00				300.00	1,090.70	341.30		9,175.88
496.05				496.05	402.84	5.72		8,329.15
				24,147.48	48,023.14	8,387.97	981.96	398,483.96
1,000.92				1,000.92				8,241.31
1,358.04				1,358.04	3,477.00	164.55	797.18	90,084.86
639.98				639.98	644.21	210.53		6,928.50
			\$ 3,750.67	3,750.67	4,623.69			17,360.28
				29,627.20	51,275.51		†4,926.21	380,889.16
				4,242.28	8,271.80	1,118.84	404.58	79,548.11
\$ 149,085.09			\$ 3,750.67	\$ 1,686,673.17	\$ 2,164,370.14	\$ 266,782.65	\$ 221,847.93	\$21,473,960.16

†Including extra baggage.

*Road mileage basis.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 18—EARNINGS—

Railroads	Freight		
	Originating and terminat- ing in Iowa	Originating but not ter- minating in Iowa	Terminating but not originating in Iowa
Ames & College -----	\$ 3,870.87		
Atchison, Topeka & Santa Fe -----			
Chicago, Anamosa & Northern -----	2,274.69	\$ 6,051.87	\$ 2,402.68
Chicago, Burlington & Quincy -----			
Chicago Great Western -----			
Mason City & Ft. Dodge -----	211,515.27	178,648.79	297,050.00
Wisconsin, Minnesota & Pac. -----	1,387.81	15,744.89	26,417.26
Chicago, Milwaukee & St. Paul -----			
Chicago & North-Western -----	1,569,682.01	8,115,551.92	1,734,139.93
Chicago, St. P., M. & Omaha -----			
Chicago, Rock Island & Pacific -----			
Colfax Northern -----	46,652.43		
Crooked Creek -----	25,604.03		
Davenport, R. I. & N. W. -----			
Des Moines, Iowa Falls & N. -----	154,513.86		
Des Moines Union -----			
Des Moines Western -----			
Dubuque & S. C. (Ill. Cent.) -----	515,817.49	868,518.66	691,061.25
Iowa Central -----			
Albia & Centerville -----	13,885.45		
Manchester & Oneida -----	11,311.18		
Minneapolis & St. Louis -----			
Muscatine, North & South -----	52,513.65		
Newton & Northwestern -----	160,295.01		
Tabor & Northern -----	15,807.88		
Union Pacific -----		4,228.86	18,268.03
Wabash -----	295,090.82	210,071.88	233,992.18
Willmar & Sioux Falls (G. N.) -----	76,944.21	128,817.60	109,479.23
Totals -----	\$ 8,158,596.61	\$ 4,522,182.81	\$ 8,097,810.56

*Including "stock yards" and "elevators."

IOWA—CONTINUED.

Crossing the state	Freight		Stock-yards	Elevators	Other items	Total freight earnings	Total passenger and freight earnings
	Total freight revenue						
	\$ 3,870.87					\$ 3,870.87	\$ 20,412.73
	259,585.87				\$ 330.90	259,916.77	847,583.26
	10,728.74					10,728.74	16,705.52
	6,851,147.72					6,851,147.72	10,574,672.82
	9,743,298.65					9,743,298.65	8,845,962.24
\$ 615,600.00	1,802,814.06					1,802,814.06	1,744,503.27
	48,549.96					48,549.96	50,794.56
	10,824,186.49					10,824,186.49	14,874,760.18
4,662,165.29	11,074,539.15	\$ 10,911.05			33,318.91	11,118,769.11	15,729,449.84
	619,390.40				2,009.17	621,399.57	994,754.30
	8,743,339.89					8,743,339.89	18,848,125.46
	46,652.43					46,652.43	55,222.39
	25,604.03					. 25,604.03	27,647.44
	154,513.86					154,513.86	8,917.68
							216,111.24
880,149.80	2,905,547.20				9,944.86	2,915,492.06	4,488,830.33
	1,674,729.49					1,674,729.49	2,170,460.51
	18,385.45					18,385.45	22,561.28
	11,311.13					11,311.13	19,640.28
	833,892.52					833,892.52	1,232,376.48
	52,513.65					52,513.65	60,754.96
	169,225.01					169,225.01	189,309.87
	15,807.88					15,807.88	23,736.38
47,280.50	64,776.79					64,776.79	88,137.01
57,335.08	786,489.40			2,481.83		786,921.23	1,149,810.39
46,847.68	356,588.67				847.70	357,436.37	436,984.48
\$ 6,259,378.30	\$ 49,587,419.31	\$ 10,911.05	\$ 2,481.83	\$ 46,451.54	\$ 49,647,213.73	\$ 71,121,173.89	

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 19—EARNINGS—IOWA—CONTINUED.

Railroads		Other Earnings From Operation		Total Gross Earnings from Operation—Iowa	
		All other sources	Total Other Earnings	Rents not otherwise provided for Yards, tracks, terminals, trades, road terminals	Total Gross Earnings from Operation—Iowa
Ames & College					
Arlington, Topeka & Santa Fe		1,761.37	302.06		17.36 \$
Chicago, Milwaukee & Northern					8,744.36
Chicago, Milwaukee & Quincy	48,186.92	51,342.02	15,012.51	49,591.64	91.65
Chicago Great Western				1,075.39	16,737.17
Madison City & Ft. Dodge		43,938.22	6,432.26	2,951.80	10,735.51
Wisconsin, Minnesota & Pac.				2,920.81	3,865.40
Chicago, Milwaukee & St. Paul				14,280.70	7.12
Chicago & North Western				10,169.08	
Chicago, St. P., M. & Omaha				1,318.06	
Chicago, Rock Island & Pacific				1,183.06	
Collar Northern				9,334.10	
Crooked Creek				4,182.38	
Davenport, R. I. & N. W.	911,055.76	8,708.37	4,892.38	162,114.86	53,426.98
Des Moines, Iowa Falls & N.					2.00
Des Moines Union					
Des Moines Western					
Dubuque & S. C. (Ill. Cent.)	16,459.22	49,434.83	4,985.02	758.59	
Iowa Central					
Albin & Centerville					
Manchester & Oneida					
Minneapolis & St. Louis					
Muscatine, North & South					
Newton & Northwestern					
Tabor & Northern					
Union Pacific					
Wabash					
Willmar & Sioux Falls (G. N.)					
Totals	\$ 120,016.13	\$ 76,123.07	\$ 105,446.37	\$ 49,822.44	\$ 666,723.17
					\$ 1,705,159.05
					\$ 373,356,351.94

* Including rents from tracks, yards and terminals. † Debit.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 20—EARNINGS—ENTIRE LINE.

Railroads	Passenger Earnings						Total passenger for entire line	
	Passenger Revenue			Extra baggage and storage		Other items		
	Total	Deductions accordant with regulations of receipts, etc., redeem checks, medic repay, etc., net rev Net dues	Net rev	Ex pre ss ta il es	Ex tra bag age an d st or ag e			
Ames & College	16,541.36		16,541.36	1,676,468.49	2,041,567.36	211,057.36	16,541.36	
Archibald, Topeka & Santa Fe	17,896,781.91	\$17,895,780.90	17,895,781.90	3,844.61	1,520.05	25.05	22,419,918.00	
Chicago, Ann Arbor & Northern	8,844.91		8,844.91	18,478,176.62	3,363,881.32	1,182,822.71	5,976.78	
Chicago, Burlington & Quincy	1,990,889.50		1,990,889.50	1,990,889.50	120,887.81	17,655.89	98,348,983.72	
Chicago, Great Western	416,856.42		416,856.42	81,560.66	21,817.98	4,387.42	2,451,563.07	
Mason City & Ft. Dodge	155,012.16		155,012.16	12,109,196.22	1,687,000.41	1,112,853.84	469,680.46	
Wisconsin, Minnesota & Pac.	16,990,976.39	815,187.86	16,111,789.73	1,495,601.07	1,425.21	230,389.01	1,98,063.50	
Chicago, Milwaukee & St. Paul	3,778,184.81	18,400.46	3,760,784.85	274,889.40	2,822,316.92	58,880.30	16,228,790.26	
Chicago & North-Western	15,684,739.73	679,665.48	15,106,174.26	1,258,861.49	1,233,461.73	273,984.34	19,806,384.29	
Chicago, St. P. M. & Omaha	3,606.88	31.98	9,474.65	1,035.06	80.90	14.91	4,890,887.51	
Chicago, Rock Island & Pacific	1,037.42	9.85	1,036.06	79.38	300.00	—	5,441.94	
Colfax, Northern	65,072.84		65,072.84	55,072.84	5,441.94	2,500.29	67,597.39	
Crooked Creek					625.47			
Davenport, R. I. & N. W.								
Des Moines, Iowa Falls & N.								
Des Moines Union								
Des Moines Western								
Iowa Central	1,832,286.13	41,983.82	1,832,286.13	1,507,915.56	166,592.80	152,148.14	22,027.15	
Albia & Centerville	7,616.00	72.26	7,616.00	7,442.85	1,067.70	320.90	2,000.00	
Manchester & Oneida	7,424.51		7,424.51	494.54	403.94	498.05	341.30	
Minneapolis & St. Louis	289,410.36	6,204.84	289,410.36	984,214.91	106,820.44	66,920.07	5,729.15	
Muscatine, North & South	7,340.39		7,340.39	7,240.39	1,000.92	25,987.49	3,743.36	
Newton & Northwestern	14,236.19		14,236.19	14,236.19	1,258.04	1,258.04	1,241.31	
Tabor & Northern	5,435.75		5,435.75	6,433.78	644.81	637.98	777.18	
Union Pacific	8,161,784.90	38,982.16	8,161,784.90	8,137,812.74	5,201,147.49	694,865.27	210,53	
Wabash	7,390,989.84	339,650.51	7,390,989.84	6,891,229.83	329,465.00	792,322.33	84,447.22	
Willmar & Sioux Falls (G. N.)	348,542.18	9,241.06	348,542.18	346,901.13	44,850.32	21,194.56	5,931.56	
Totals	\$75,098,193.51	\$ 2,414,318.80	\$ 103,773,206.42	\$13,846,171.68	\$11,014,063.00	\$ 1,544,606.48	\$ 1,796,845.35	

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TABLE No. 21—EARNINGS—

Railroads	Freight Earnings			
	Freight Revenue			
	Total freight revenue	Overcharge to shippers	Less Repayments	Total deduction
Ames & College -----	\$ 8,870.87			
Atchison, Topeka & Santa Fe -----	53,920,395.71	\$ 818,563.98	\$ 256,827.23	\$ 1,074,801.81
Chicago, Anamosa & Northern -----	10,900.21	28.54	142.93	171.47
Chicago, Burlington & Quincy -----				
Chicago Great Western -----	6,883,698.69			
Mason City & Ft. Dodge -----	1,427,587.49			
Wisconsin, Minnesota & Pac. -----	497,730.76			
Chicago, Milwaukee & St. Paul -----				
Chicago & North-Western -----	49,439,468.87	356,222.17		856,822.17
Chicago, St. P., M. & Omaha -----	9,539,641.48	101,457.23	14,971.21	116,428.44
Chicago, Rock Island & Pacific -----	37,968,820.86	1,486,875.45		1,486,875.45
Colfax Northern -----	46,872.76	220.83		220.83
Crooked Creek -----	25,775.89	171.86		171.86
Davenport, R. I. & N. W. -----				
Des Moines, Iowa Falls & N. -----	154,513.86			
Des Moines Union -----				
Des Moines Western -----				
Dubuque & S. C. (Ill. Cent.) -----	3,824,892.46	145,973.03		145,973.03
Iowa Central -----				
Albia & Centerville -----	13,553.56			168.11
Manchester & Oneida -----	11,311.13			
Minneapolis & St. Louis -----	2,727,031.87			45,690.58
Muscatine, North & South -----	52,513.65			
Newton & Northwestern -----	170,788.90	1,563.89		1,563.89
Tabor & Northern -----	15,807.88			
Union Pacific -----	33,608,021.60	548,425.35		548,425.35
Wabash -----	20,831,030.31	788,077.31	1,577,666.71	2,365,744.09
Willmar & Sioux Falls (G. N.) -----	1,591,513.49			779.79
Totals -----	\$ 224,680,122.75	\$ 4,197,579.14	\$ 1,849,108.08	\$ 6,093,315.70

ENTIRE LINE—CONTINUED.

Net revenue	Freight Earnings				Total passenger and freight earnings
	Stock-yards	Elevators	Other items	Total freight earnings	
\$ 8,870.87				\$ 8,870.87	\$ 20,412.73
52,845,504.50				52,991,908.85	75,411,826.85
10,728.74				10,728.74	16,705.52
56,018,683.54	47,110.11			56,065,793.65	79,414,726.37
6,333,698.69	623.68			6,334,322.37	8,785,885.44
1,427,587.49				1,427,587.49	1,897,267.95
497,730.76				497,730.76	690,794.26
44,115,059.16		26,526.46		44,141,585.62	60,370,875.88
49,083,246.20	70,025.15			49,848,660.27	68,655,024.50
9,423,213.04				9,447,893.40	13,888,720.71
36,581,944.91				36,581,944.91	54,413,559.78
46,652.43				46,652.43	55,222.89
25,604.03				25,604.03	27,647.44
					5,441.24
154,513.86				154,513.86	216,111.24
3,678,919.43			10,509.20	3,689,428.63	5,313,581.53
2,508,327.42				2,508,327.42	3,123,899.95
13,385.45				13,385.45	22,561.28
11,311.13				11,311.13	19,640.28
2,681,350.79				2,681,350.79	3,866,436.06
52,513.65				52,513.65	60,751.96
169,225.01				169,225.01	189,309.87
15,807.88				15,807.88	22,736.88
33,059,596.25				33,059,596.25	44,250,418.25
18,465,286.29				18,835,220.13	27,433,473.58
1,590,733.70				1,593,006.22	2,019,388.43
\$ 318,764,496.22	\$ 117,756.94	\$ 26,526.46	\$ 749,189.19	\$ 319,657,969.81	\$ 450,182,867.81

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TABLE No. 22—EARNINGS—

Railroads	Other Earnings From Operation			
	Switching charges balance	Car mileage balance	Hire of equipment balance	Telegraph
Ames & College -----				
Atchison, Topeka & Santa Fe -----	\$ 220,320.18		\$ 492,829.24	\$ 67,816.05
Chicago, Anamosa & Northern -----				
Chicago, Burlington & Quincy -----	1,005,652.13			179,512.98
Chicago Great Western -----				
Mason City & Ft. Dodge -----		\$ 67,257.56	\$ 82,215.68	
Wisconsin, Minnesota & Pac -----		48,030.41		771.57
Chicago, Milwaukee & St. Paul -----		41,852.90		28,861.06
Chicago & North-Western -----		44,288.88		
Chicago, St. P., M. & Omaha -----		74,191.70	68,177.49	
Chicago, Rock Island & Pacific -----			273,615.46	20,256.67
Colfax Northern -----		69.70		4.53
Crooked Creek -----	962.00			
Davenport, R. I. & N. W. -----	62,595.44	10,178.33	480.23	3.11
Des Moines, Iowa Falls & N. -----	4,506.25	814.53		
Des Moines Union -----				
Des Moines Western -----				
Dubuque & S. C. (Ill. Cent.) -----	14,217.20			
Iowa Central -----		57,208.85	6,214.16	863.63
Albia & Centerville -----	78.43			
Manchester & Oneida -----				
Minneapolis & St. Louis -----		94,905.56	16,872.79	
Muscatine, North & South -----	899.00			
Newton & Northwestern -----	151.00			
Tabor & Northern -----				164.59
Union Pacific -----	367,044.96		21,586.24	62,374.51
Wabash -----				
Willmar & Sioux Falls (G. N.) -----	10,948.00			
Totals -----	\$ 1,687,374.59	\$ 438,297.92	\$ 906,991.29	\$ 360,128.70

ENTIRE LINE—CONTINUED.

Other Earnings From Operation				Total earnings from operation —entire line	Proportion of gross earnings from operation —Iowa
Rents from tracks, yards and terminals	Rents not otherwise provided for	Other sources	Total other earnings		
\$ 248,286.05	\$ 105,697.84	\$ 17.26	\$ 17.26	\$ 20,429.99	\$ 20,429.99
		93,141.49	1,237,540.85	76,689,367.70	†351,276.52
		91.65	91.65	16,797.17	†16,797.17
179.28	775,379.03	330,036.82	2,290,580.96	81,705,307.83	†10,733,262.33
60.00	5,485.42	6,457.83	111,595.77	8,897,481.21	8,939,982.68
	4,572.68	7,065.12	59,728.21	1,956,996.16	1,815,809.64
	3,260.18	238.99	45,622.94	736,417.20	71,064.26
	149,317.51		178,178.57	60,548,554.45	16,868,827.27
54,366.87	118,748.80	12,507.27	233,906.82	68,878,981.32	17,749,853.01
48,620.12	20,120.97	8,012.79	204,128.07	14,042,843.78	922,614.84
527,825.53	164,700.50	139,029.51	1,124,927.67	55,588,487.45	15,870,017.88
	2.00		76.28	55,298.62	55,298.62
		345.42	1,807.42	28,954.86	28,954.86
	178.26	8,186.73	81,622.08	87,063.32	†47,148.00
275,809.59			5,820.78	221,432.02	221,432.02
22,389.96			275,809.59	275,809.59	275,809.59
30,979.66	13,118.55	454,005.08	22,389.96	22,389.96	22,389.96
4,968.39		24,092.24	512,315.49	5,825,897.08	†4,942,211.29
		32.85	93,346.77	8,216,246.72	†2,229,419.86
			110.78	22,672.06	22,672.06
				19,640.28	19,640.28
167,507.37		7,232.29	286,517.91	4,152,953.97	1,274,784.54
		15.00	914.00	61,668.96	61,668.96
		55.18	206.18	189,516.00	189,516.00
			164.59	22,900.97	22,900.97
586,100.18	47,396.27	228,013.18	1,262,515.29	45,512,933.54	†259,177.18
132,555.88			182,555.88	27,565,029.40	†1,161,810.89
2,082.50	1,708.80	548.80	15,278.10	2,027,611.58	†460,631.08
\$ 2,046,181.28	\$ 1,408,671.80	\$ 1,814,119.24	\$ 8,156,764.77	\$ 458,289,632.58	\$ 79,654,895.70

*Including rents on yards, tracks and terminals.

†Actual.

TABLE No.23—OPERATING

Railroads	Maintenance of Way and Structures		
	Repairs of roadways	Renewals of rails	Renewals of ties
Ames & College -----	\$ 540.00		
Atchison, Topeka & Santa Fe -----	26,395.12	\$ 869.80	\$ 10,207.16
Chicago, Anamosa & Northern -----	2,805.33		.92
Chicago, Burlington & Quincy -----	938,215.96	88,024.50	193,841.96
Chicago Great Western -----	277,014.36	3,879.39	46,415.73
Mason City & Ft. Dodge -----	114,439.37	†71.89	12,946.77
Wisconsin, Minnesota & Pac -----	5,466.88	12.87	3,766.56
Chicago, Milwaukee & St. Paul -----	886,754.50	94,756.14	151,710.46
*Chicago & North-Western -----	1,063,398.31	108,697.04	290,259.68
Chicago, St. P., M. & Omaha -----			
Chicago, Rock Island & Pacific -----	980,421.86	78,962.18	297,247.94
Colfax Northern -----	5,112.47	†388.28	2,125.34
Crooked Creek -----	4,604.49	126.80	1,309.76
Davenport, R. I. & N. W. -----	9,446.72	26.16	2,463.00
Des Moines, Iowa Falls & N. -----	20,583.21		6,101.53
Des Moines Union -----	19,230.75	1,974.87	5,728.29
Des Moines Western -----	1,618.31	244.86	344.15
Dubuque & S. C. (Illi. Cent.) -----	839,420.33	84,052.54	37,710.91
Iowa Central -----	175,052.10	4,464.16	64,151.23
Albia & Centerville -----	7,206.39	426.54	2,540.98
Manchester & Oneida -----	1,920.70		1,260.12
Minneapolis & St. Louis -----	85,286.51	17,394.66	26,850.65
Muscatine, North & South -----	6,544.48		3,273.29
Newton & Northwestern -----	33,078.67		4,717.37
Tabor & Northern -----	1,957.49	46.36	2,175.15
*Union Pacific -----	48,169.21	2,129.29	15,279.87
Wabash -----	96,014.23	†10,291.84	16,211.21
Willmar & Sioux Falls (G. N.) -----	58,230.32	†479.61	7,616.77
Totals -----	\$ 5,203,922.97	\$ 419,857.11	\$ 1,185,256.80

*Proportional.

†Credit.

‡Proportional on train mileage basis.

EXPENSES—IOWA.

Maintenance of Way and Structures

Repairs and renewals of bridges and culverts	Repairs and renewals of fences, road crossings, signs and cattle-guards	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves	Repairs and renewals of telegraph	Stationery and printing	Other expenses	Total
\$ 185.00							\$ 675.00
5,575.60	\$ 414.47	\$ 10,677.11		\$ 680.88	\$ 27.58		54,797.73
							2,806.25
202,216.23	89,261.56	211,792.05		23,493.92	216.85		1,692,063.12
22,523.87	11,065.64	24,415.92		2,509.48	4,023.28	8,573.06	395,509.16
11,394.88	5,183.82	8,556.96		1,097.41	226.06	1,112.12	154,885.47
1,372.70	331.01	817.01		75.49	29.27	236.77	10,601.56
200,327.04	49,618.59	219,415.02	6,785.90	14,218.88	921.55	263,797.42	1,888,305.00
165,706.80	45,581.87	146,982.85	88,018.11	8,546.08	2,461.53	639.61	1,845,240.78
							115,525.27
812,780.27	85,062.20	176,804.94		81,111.86	3,984.90	288.86	1,966,589.81
126.37	49.98	44.28					7,069.01
263.40	.20	68.75					6,358.40
8,708.58	162.88	500.52		51.76	7.20		16,366.27
8,390.64	517.15	608.02		14.96			31,145.51
65.00	244.41	7,484.54			5.50		34,718.36
		64.88					2,267.19
141,514.19	21,526.79	77,327.48		4,093.81	2,425.31	887.28	658,958.57
35,622.66	16,740.18	17,818.87		2,188.18	293.57		816,270.75
2,918.65	458.68	827.85		.98			14,875.09
49.66	22.97	625.64					3,879.09
9,210.14	4,465.87	14,211.69		946.74	203.33	18.50	158,583.07
6,430.52	758.16	626.61				877.81	18,005.87
3,851.81	176.23	735.92		44.21	120.65		42,724.85
243.98	170.76	679.43		40.26	12.68		5,396.10
8,561.07	189.61	17,858.57		154.49	48.05		87,385.16
11,069.73	2,514.83	16,083.75		1,149.07	107.92		183,851.40
12,268.52	1,476.29	14,180.18		164.28	166.18		98,612.71
\$ 1,161,206.66	\$ 285,986.80	\$ 968,678.09	\$ 89,804.01	\$ 90,567.18	\$ 15,272.85	\$ 270,871.28	\$ 9,756,890.47

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TABLE No. 24—OPERATING

Railroads	Maintenance of Equipment		
	Superin-tendence	Repairs and renewals of locomotives	Repairs and renewals of passenger cars
Ames & College	\$ 457.00		
Atchison, Topeka & Santa Fe	\$ 3,485.90	\$ 15,847.21	\$ 6,120.75
Chicago, Anamosa & Northern		95.72	31.50
Chicago, Burlington & Quincy	52,581.31	637,881.33	192,746.85
Chicago Great Western	5,193.07	298,953.38	85,498.49
Mason City & Ft. Dodge	2,591.71	73,815.50	18,642.19
Wisconsin, Minnesota & Pac.	175.17	1,877.24	458.43
Chicago, Milwaukee & St. Paul	30,188.80	721,837.92	281,908.96
Chicago & North-Western	37,398.37	500,356.76	180,098.08
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific	59,306.53	813,088.19	175,795.30
Colfax Northern	962.00	460.26	208.51
Crooked Creek		856.59	1,426.34
Davenport, R. I. & N. W.		736.61	
Des Moines, Iowa Falls & N.	1,090.00	6,898.25	1,364.68
Des Moines Union	1,120.42	8,994.80	2,219.08
Des Moines Western			
Dubuque & S. C. (Illi. Cent.)	11,437.50	240,984.96	78,180.18
Iowa Central	5,001.79	180,928.96	15,879.57
Albia & Centerville		1,390.92	158.00
Manchester & Oneida		1,205.32	56.66
Minneapolis & St. Louis	2,452.61	46,990.51	16,606.18
Muscatine, North & South		2,438.25	266.08
Newton & Northwestern	1,175.24	18,843.78	1,146.08
Tabor & Northern		65.45	78.71
Union Pacific	313.66	4,266.97	928.89
Wabash	4,555.32	76,931.69	11,279.64
Willmar & Sioux Falls (G. N.)	1,428.66	16,737.68	993.84
Totals	\$ 220,458.15	\$ 8,541,460.27	\$ 917,064.36

*Proportional on train mileage basis.

†Proportional.

EXPENSES—IOWA—CONTINUED.

Maintenance of Equipment

Repairs and renewals of freight cars	Repairs and renewals of work cars	Repairs and renewals of marine equipment	Repairs and renewals of shop machinery and tools	Stationery and printing	Other expenses	Total
\$ 68.70						\$ 555.70
21,892.21	\$ 589.50		\$ 1,963.40	\$ 201.76	\$ 2,509.94	52,110.67
						127.23
915,884.86	58,900.91		58,688.35	2,963.49	10,406.45	1,924,443.55
217,984.62			11,147.69	4,058.29	38,089.42	540,864.96
71,189.77			5,941.90	636.72	5,115.63	176,933.42
1,274.53			186.95	25.90	163.46	4,161.68
1,255,886.67	20,440.21		63,662.74	4,405.44	66,840.59	2,898,106.33
1,009,201.98	17,943.06	\$ 1250.31	44,028.26	3,846.14	69,103.80	1,812,221.15
						*105,265.07
602,218.61	84,294.65		51,670.66	7,856.90	27,474.46	1,771,699.30
824.64			48.40			3,003.81
						2,282.93
1,104.50	44.90		16.66	2.89		1,905.56
8,931.44			194.88		943.68	14,422.87
2,462.16			4,026.09	84.87	1,567.58	15,424.45
590.59			25.51		148.79	759.89
481,758.54	9,580.56		24,852.39	3,086.88	28,453.18	872,283.67
98,085.99	2,996.20		7,588.88	499.84	8,657.84	259,583.50
1,028.99						2,568.51
						2,426.98
42,724.28	1,433.89		103.66		1,061.29	115,807.21
24.68			8,550.29	211.34	1,838.18	3,728.96
5,874.02	104.88		250.57	123.80	1,481.66	23,998.42
			29.53			168.69
4,577.36	831.86		431.08	33.78	654.68	11,581.68
48,599.04	812.49		6,365.56	349.87	760.88	149,646.49
17,479.08	900.12		68.11	181.47	63.09	37,794.50
\$ 4,798,002.11	\$ 143,323.18	\$ 1250.31	\$ 263,720.44	\$ 27,415.77	\$ 259,927.55	\$10,296,777.21

TABLE NO. 25—OPERATING

Railroads	Conducting Transportation		
	Superintend- ence	Engine and roundhouse men	Fuel for loco- motives
Ames & College -----	\$ 4,089.37	1,539.46	\$ 3,875.83
Atchison, Topeka & Santa Fe -----		18,854.03	33,984.40
Chicago, Anamosa & Northern -----		1,490.76	963.49
Chicago, Burlington & Quincy -----	158,014.58	607,700.29	748,444.76
Chicago Great Western -----	12,117.18	278,150.19	444,189.64
Mason City & Ft. Dodge -----	6,047.33	120,518.83	230,688.46
Wisconsin, Minnesota & Pac -----	408.73	4,387.54	6,425.65
Chicago, Milwaukee & St. Paul -----	117,988.06	1,183,295.95	1,484,789.59
*Chicago & North-Western -----	105,664.15	1,019,609.60	1,299,314.90
Chicago, St. P., M. & Omaha -----			
Chicago, Rock Island & Pacific -----	252,637.59	941,971.88	1,476,614.71
Colfax Northern -----	963.00	6,618.25	8,281.18
Crooked Creek -----	1,703.32	2,657.53	3,905.36
Davenport, R. I. & N. W. -----	79.12	2,035.62	1,308.48
Des Moines, Iowa Falls & N. -----	2,424.14	11,688.39	15,955.94
Des Moines Union -----	2,241.06	28,542.16	11,955.98
Des Moines Western -----	1,448.96		
Dubuque & S. C. (Ill. Cent.) -----	84,925.45	382,083.42	380,704.66
Iowa Central -----	33,563.83	187,921.84	218,393.51
Albia & Centerville -----		2,080.91	2,389.31
Manchester & Oneida -----	1,200.00	1,425.30	8,004.27
Minneapolis & St. Louis -----	14,724.64	66,605.30	98,400.48
Muscatine, North & South -----	2,260.41	6,947.25	5,518.75
Newton & Northwestern -----	2,906.10	10,438.51	17,774.08
Tabor & Northern -----		1,158.89	2,531.88
*Union Pacific -----	1,825.98	5,317.19	8,553.69
Wabash -----	19,985.39	80,534.91	131,351.14
Willmar & Sioux Falls (G. N.) -----	6,815.08	23,304.80	59,771.85
Totals -----	\$ 833,423.39	\$ 4,944,073.73	\$ 6,695,394.22

*Proportional.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation						
Water sup- ply for lo- comotives	Oil, tallow and waste for loco- motives	Other sup- plies for locomo- tives	Train service	Train sup- plies and expenses	Switchmen, flagmen and watch- men	Telegraph expense
\$ 5,297.11	\$ 1,046.38	\$ 668.28	\$ 1,412.45	\$ 18.00	\$ 24,669.37	\$ 5,234.97
100.88	187.18	20.54	18,785.18	7,878.72	9.04	
43,808.96	14,680.30	16,048.91	1,295.20			
23,532.83	18,676.60	4,126.85	383,474.25	121,308.57	196,598.71	148,422.68
9,857.13	5,825.23	1,456.30	186,111.86	42,849.15	84,858.70	72,508.81
308.86	158.99	29.14	86,581.69	13,564.30	15,013.84	25,857.12
59,975.10	38,437.69	19,191.99	8,608.47	408.90	1,290.20	967.45
68,194.12	36,720.64	20,296.91	771,295.57	162,939.27	511,063.80	122,478.07
			741,477.18	150,481.21	418,692.42	169,883.47
68,126.20	46,151.45	83,896.67	649,176.54	176,790.57	264,991.76	231,890.25
836.08	808.21	154.10	4,386.97	25.64	697.50	217.88
295.19	231.25		600.00			
522.60	48.05	89.68		186.14	2,421.72	1,610.40
481.75	528.90	81.06	8,642.56	844.07	545.96	1,190.00
3,905.11	859.11	1,259.84	3,050.00	4,437.17	40,491.71	213.01
848.65	87.59	20.00				
24,238.61	17,526.72	5,515.86	259,627.72	86,986.12	121,907.45	94,499.95
18,444.59	6,516.40	5,826.69	116,968.27	18,888.60	25,176.13	28,392.86
345.14	59.73	59.73	1,237.33	187.74		684.62
68.80	298.01		1,087.92		490.00	
3,884.28	3,857.17	1,567.65	45,913.21	12,581.88	14,466.62	15,344.51
396.08	280.86		1,702.80		2,407.06	1,378.48
1,117.98	1,169.85	481.73	6,755.47	417.48	8,756.24	527.20
27.48	50.95	56.68	612.48	85.88		71.38
8,529.94	859.79	108.65	3,538.04	2,208.11	67,912.79	1,657.90
5,653.76	4,028.68	1,858.32	71,712.05	14,680.09	12,474.54	19,471.68
2,222.11	1,020.78	889.77	18,396.18	2,583.61	6,124.35	4,984.48
\$ 299,870.12	\$ 198,000.45	\$ 112,474.72	\$ 8,383,394.83	\$ 819,099.71	\$ 1,810,265.33	\$ 981,963.95

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TABLE NO. 26—OPERATING

Railroads	Conducting Transportation		
	Station service	Station supplies	Switching charges—balance
Ames & College			
Atchison, Topeka & Santa Fe	\$ 16,927.98	\$ 836.44	
Chicago, Anamona & Northern	1,868.61	73.58	
Chicago, Burlington & Quincy	384,843.48	26,965.89	\$ 66,044.34
Chicago Great Western	201,211.50	14,566.04	89,139.55
Mason City & Ft. Dodge	58,158.44	7,112.36	27,985.19
Wisconsin, Minnesota & Pac	3,738.20	283.18	1,543.60
Chicago, Milwaukee & St. Paul	861,474.08	61,035.48	89,725.45
*Chicago & North-Western	641,969.02	65,925.94	105,897.54
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific	446,631.67	46,497.08	2,194.47
Colfax Northern	1,732.72	86.24	
Crooked Creek	931.08		
Davenport, R. I. & N. W.	5,618.34	814.45	
Des Moines, Iowa Falls & N.	4,604.50	763.56	2,125.18
Des Moines Union	46,773.58	5,570.82	
Des Moines Western	3,569.98	283.89	
Dubuque & S. C. (Ill. Cent.)	208,494.52	22,975.35	
Iowa Central	61,124.58	6,509.58	14,984.86
Albia & Centerville	2,395.14	158.53	
Manchester & Oneida	900.00	114.77	
Minneapolis & St. Louis	48,492.55	5,066.10	2,536.39
Muscatine, North & South	4,112.40	185.73	
Newton & Northwestern	8,700.38	866.94	
Tabor & Northern	677.00	26.30	
*Union Pacific	184,041.68	4,821.94	
Wabash	82,549.78	8,020.89	14.50
Willmar & Sioux Falls (G. N.)	18,206.02	1,519.16	6,316.86
Totals	\$ 3,193,693.12	\$ 274,819.68	\$ 408,450.38

*Proportional.

†Credit.

‡Including hire of equipment balance.

EXPENSES—IOWA—CONTINUED.**Conducting Transportation**

Car mileage —balance	Hire of equipment —balance	Loss and damage	Injuries to persons	Clearing wrecks	Operating marine equipment	Advertising
\$ 6,802.29		\$ 5,836.19	\$ 8,913.66	\$ 1,256.88		\$ 2,160.46
	\$ 100.48	142.98		1.00		78.84
58,477.77	+14,777.61	118,811.48	76,888.19	12,009.38		50,813.76
68,236.16		58,848.63	60,771.06	5,966.42		28,857.86
	19,048.79	22,856.55	12,066.96			
	41.46	1,062.76	186.79	100.68		
\$104,447.69		176,850.29	135,988.71	20,818.58		64,611.16
		135,066.58	142,901.23	18,655.70	\$ 479.01	73,514.13
65,661.98		195,538.68	244,571.97	18,721.98		89,459.37
	1,383.79	58.96	408.00	108.19		
	1,808.86	59.17				
		25.86	246.98	72.12		6.90
2,602.99	885.80	871.65	122.30			101.48
		188.49	608.08			
			7.00			
259,561.40		48,895.79	60,531.80	8,091.47		19,675.41
		39,624.09	88,405.21	1,690.88		1,981.57
4,213.14		178.85	1.50	18.78		33.80
	.96	47.12				23.00
1,971.96		12,048.85	9,827.96	877.70		2,060.87
5,968.26		318.28				65.00
8,449.76	1,060.80	246.88	563.88	471.74		68.20
100.94	1,789.94	225.90		6.90		5.75
2,083.73		5,889.22	4,908.96	2,833.78		869.69
6,508.00	4,488.94	17,509.98	9,029.68	2,748.89		3,118.37
8,921.83	6,370.58	3,891.97	3,084.71	1,194.08		148.90
\$ 598,916.18	\$ 21,091.97	\$ 826,424.00	\$ 808,759.88	\$ 84,625.00	\$ 479.01	\$ 825,148.86

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 27—OPERATING

Railroads	Conducting Transp't'tion	Outside agencies
Ames & College -----		
Atchison, Topeka & Santa Fe -----	\$ 4,591.81	
Chicago, Anamosa & Northern -----	112,086.87	
Chicago, Burlington & Quincy -----	119,728.66	
Chicago Great Western -----		
Mason City & Ft. Dodge -----	17,126.73	
Wisconsin, Minnesota & Pacific -----	295.98	
Chicago, Milwaukee & St. Paul -----	156,980.88	
*Chicago & North-Western -----	126,889.80	
*Chicago, St. Paul, M. & Omaha -----		
Chicago, Rock Island & Pacific -----	191,407.54	
Colfax Northern -----		
Crooked Creek -----		
Davenport, Rock Island & N. W. -----		
Des Moines, Iowa Falls & Northern -----		
Des Moines Union -----		
Des Moines Western -----		
Dubuque & S. C. (Illinois Central) -----	54,873.50	
Iowa Central -----	80,259.56	
Albia & Centerville -----		
Manchester & Oneida -----		
Minneapolis & St. Louis -----	17,561.98	
Muscatine, North & South -----		
Newton & Northwestern -----	42.31	
Tabor & Northern -----		
*Union Pacific -----	2,329.74	
Wabash -----	29,486.12	
Willmar & Sioux Falls (Great Northern) -----	4,578.21	
Totals -----	\$ 866,717.65	

*Proportional.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation

Commission	Stock-yards and elevators	Rents for tracks, yards, and terminals	Rents of buildings and other property	Stationery and print- ing	Other expenses	Total
\$ 120.06			\$ 842.19	\$ 96.50		\$ 5,978.24
		\$ 845.00	97.01	1,414.07	\$ 705.89	158,850.07
		99,971.07		16.50	67.65	6,787.64
	\$ 7,185.20	41,496.58		86,151.24	1,591.83	8,451,162.14
	768.49	16,420.76		15,979.58	44,865.38	1,918,944.81
				458.44	3,498.72	700,847.58
				108.77	15.18	24,204.48
		17,990.92	126,997.17	54,798.38	40,744.41	6,347,195.68
8,887.47	18,019.97	31,124.98	15,845.94	70,792.35	1,091.61	5,453,983.87
						864,736.76
		104,089.98	11,551.50	85,587.17	5,901.73	5,629,504.58
	4.14			276.27	113.46	26,118.42
	254.70			208.82	464.62	11,584.84
		1,685.56	887.88	117.44	22.67	16,588.41
	9.00	81,878.55	1,150.00	1,878.79	1,740.61	87,776.36
			1,464.96	1,774.58		154,818.13
				17.46	391.94	6,175.47
981.94		96,555.09	28,186.00	34,940.71	4,817.44	2,281,935.97
		1,184.00	755.68	12,019.39	6,478.28	868,529.82
			60.00		8.80	13,998.08
		480.00		97.01	150.56	9,306.72
		7,748.88	805.51	7,478.84	4,408.78	891,658.79
			18.84	593.57		31,848.70
			429.00	880.57		67,069.04
	35.70			91.10	148.25	7,647.54
47.77			18.08	5,238.28		256,826.68
1,012.08		107,440.98	10,588.28	5,548.76	18.54	594,210.90
		19,529.18	120.00	1,476.19	483.15	900,251.74
\$ 5,989.31	\$ 39,262.12	\$ 685,842.72	\$ 69,447.76	\$ 387,595.61	\$ 117,161.39	\$29,075,881.25

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 28—OPERATING EXPENSES—IOWA—CONTINUED.

Railroads		General Expenses		Total	
		Other ex- penses	Beadonery and print- ing for gen- eral office	Other ex- penses	
Ames & College	1,800.00			36.00	1,836.00
Atchison, Topeka & Santa Fe	2,119.00 *	4,118.88	916.46	604.00	1,507.38
Chicago, Milwaukee & Northern	1,500.00		309.91	11.90	1,721.81
Chicago, Burlington & Quincy	65,707.74	135,441.10	10,007.49	51,049.40	207,601.35
Chicago Great Western	195,107.59		34,653.00	15,394.80	230,741.39
Minneapolis City & Ft. Dodge				6,087.68	2,001.15
Wisconsin, Minnesota & Pac.				2,280.30	1,206.65
Chicago, Milwaukee & St. Paul	78,746.00	128,618.26	19,116.68	61.11	13,498.42
*Chicago & North-Western	37,816.29	80,648.41	20,319.86	45,597.18	13,674.50
Chicago, St. P. M. & Omaha				5,610.87	22,140.97
Chicago, Rock Island & Pacific	111,462.94	139,666.38	37,805.09	60,109.10	38,813.50
Colfax Northern	448.89	1,925.00		794.04	64,385.98
Crooked Creek				168.24	188.13
Davenport, R. I. & N. W.	1,162.21		600.81	66.57	19,910.17
Iowa Moines, Iowa Falls & N.	2,275.00		3,275.50	300.05	4,846.92
Des Moines Union	4,600.00		3,279.18	717.51	11,912.67
Des Moines Western	519.98		165.00	3,036.00	797.31
Dubuque & S. C. (Illi. Cont.)	36,221.15	41,178.40	8,614.50	18,701.60	131,695.19
Iowa Central	33,307.45	31,909.49	1,000.00	7,877.49	73,459.57
Altam & Centerville				38.41	5,006.42
Manchester & Quenda				15.00	5,000.00
Minneapolis & St. Louis				4,164.19	14,688.07
Muscatine, North & South	16,504.60	10,001.78	911.91	3,290.38	51.30
Newton & Northwestern	7,800.00	517.50	32.53	673.76	8,116.76
Tabor & Northern	6,400.00		1,226.25	570.91	843.00
*Union Pacific	2,800.00			15.16	1,046.87
Wabash	376.19		1,640.57	78.52	61.26
William & Sioux Falls (G. N.)	7,468.00	17,574.19	1,573.49	318.04	2,947.36
	1,328.24	3,394.81	390.75	4,097.69	144.11
				1,144.15	9,161.68
				609.61	474.96
					51.04
Totals	436,607.88	728,818.87	157,054.88 ♦	205,502.90 ♦	81,343.90 ♦
					173,739.81 ♦

♦Proportional.

†Proportional on train mileage basis.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 29—OPERATING EXPENSES—IOWA—CONTINUED.

Railroads		Recapitulation of Expenses		Percentage of ex- penditure to earn- ings—Iowa
Maintenance of equipment	Machinery and structures	General ex- penses	Grand total	
Amen & College	675.00	565.70	5,978.94	8,775.74
Atchison, Topeka & Santa Fe	64,797.72	52,110.67	198,880.07	377,798.91
Chicago, Anamosa & Northern	2,806.25	197.32	6,737.84	15,843.67
Chicago, Burlington & Quincy	1,068,063.13	1,684,443.55	3,451,163.14	9,173.59
Chicago, Great Western	890,509.19	540,894.90	1,918,944.81	58,451.30
Chicago, City & Ft. Dodge	154,886.47	176,883.43	700,347.59	1,405,170.06
Mason City, Minnesota & Pac.	10,601.68	4,161.68	34,804.49	1,045,638.86
Wisconsin, Milwaukee & St Paul	1,888,205.00	2,323,105.33	6,387,195.63	885,49
Chicago, Milwaukee & North Western	1,815,240.78	1,815,221.15	6,458,968.87	219,347.30
Chicago, St. P. M. & Omaha	115,525.37	106,855.07	364,790.78	17,015.81
Chicago, Rock Island & Pacific	1,968,580.81	1,771,699.30	6,889,504.58	439,550.44
Colfax, Northern	7,069.01	3,035.81	36,118.49	8,499.00
Crooked Creek	6,358.40	2,288.93	11,594.84	379.41
Davenport, R. I. & N. W.	16,906.27	1,905.56	16,888.41	2,258.78
Des Moines, Iowa Falls & N.	31,146.61	14,423.87	57,770.36	6,944.40
Des Moines Union	34,718.86	15,421.45	164,813.18	11,912.67
Des Moines Western	3,287.19	719.89	6,175.47	797.31
Dubuque & S. C. (Illi. Cent.)	654,958.67	873,288.07	2,261,935.97	191,685.13
Town Central	810,270.75	359,583.69	882,569.82	78,452.37
Albia & Centerville	14,873.08	3,568.51	18,038.08	696.38
Manchester & Oneida	3,879.09	1,426.96	9,306.78	915.00
Minneapolis & St. Louis	168,588.07	116,807.51	301,888.79	89,883.20
Muscatine, North & South	18,006.87	2,798.90	51,248.70	9,065.19
Newton & Northwestern	48,794.85	32,928.49	67,009.04	11,196.19
Tabor & Northern	6,326.10	168.62	7,647.54	2,947.05
Union Pacific	87,885.16	11,531.69	266,896.68	6,509.61
Wabash	132,851.40	149,846.49	594,910.90	915,500.59
Willmar & Sioux Falls (G. N.)	88,619.71	87,794.50	300,361.74	839,895.61
Total	\$ 9,766,680.47	\$ 10,906,777.51	\$ 20,675,851.96	\$ 5,119,577.64

*Proportional.

+Revenue train mileage basis.

¹Percentage of proportional expenses to actual earnings.

²Proportional on train mileage basis.

THIRTYETH ANNUAL REPORT OF THE

TABLE No. 30—OPERATING

Railroads	Maintenance of Way and Structures		
	Repairs of road-way	Renewals of rails	Renewals of ties
Ames & College	\$ 640.00		
Atchison, Topeka & Santa Fe	5,539,972.12	\$ 708,850.09	\$ 1,837,394.71
Chicago, Anamosa & Northern	2,805.33		.94
Chicago, Burlington & Quincy	7,251,357.97	743,937.93	1,300,742.83
Chicago Great Western	504,451.42	8,324.73	99,004.58
Mason City & Ft. Dodge	125,097.58	171.32	14,152.57
Wisconsin, Minnesota & Pac	66,806.00	155.08	33,352.04
Chicago, Milwaukee & St. Paul	3,182,804.82	340,115.86	544,545.80
Chicago & North-Western	5,084,580.43	520,241.03	1,054,127.88
Chicago, St. P., M. & Omaha	876,745.57	156,191.39	205,897.69
Chicago, Rock Island & Pacific	4,281,520.60	386,810.10	1,032,178.01
Colfax Northern	5,112.47	1388.28	2,125.34
Crooked Creek	4,604.49	126.80	1,309.75
Davenport, R. I. & N. W.	14,081.27	26.15	3,307.34
Des Moines, Iowa Falls & N	20,563.21		6,101.53
Des Moines Union	10,230.75	1,874.87	5,723.29
Des Moines Western	1,617.31	244.86	344.15
Dubuque & S. C. (Ill. Cent.)	357,971.29	31,975.60	89,437.09
Iowa Central	217,941.02	4,783.68	85,638.50
Albia & Centerville	7,206.39	426.54	2,540.98
Manchester & Oneida	1,920.70		1,200.12
Minneapolis & St. Louis	250,339.28	8,630.32	85,758.07
Muscatine, North & South	6,514.48		3,273.29
Newton & Northwestern	33,078.67		4,717.37
Tabor & Northern	1,057.49	46.38	9,175.15
Union Pacific	3,231,595.86	502,254.12	1,261,761.04
Wabash	1,604,548.54	130,481.56	387,293.68
Willmar & Sioux Falls (G. N.)	232,773.17	1616.86	32,553.28
Totals	\$ 34,139,945.23	\$ 3,563,080.06	\$ 8,187,489.90

*Credit.

BOARD OF RAILROAD COMMISSIONERS

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EXPENSES—ENTIRE LINE.

Maintenance of Way and Structures

Repairs and renewals of bridges and culverts	Repairs and renewals of fences, road crossings, signs and cattle guards	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves	Repairs and renewals of telegraph	Stationery and printing	Other expenses	Total
\$ 135.00							675.00
1,308,283.77	\$ 197,979.75	\$ 1,461,309.49	\$ 39,480.88	\$ 133,782.94	\$ 6,589.14	\$ 1,201.50	12,234,787.34
							3,806.25
2,000,252.40	280,851.08	1,908,783.05	839.64	274,916.98	2,466.73		18,858,648.55
48,383.41	23,746.01	52,394.67		5,578.28	8,681.51	7,667.51	848,782.11
12,458.15	5,666.08	9,358.92		1,199.68	247.11	1,215.70	169,317.41
16,588.56	3,988.04	3,819.34		909.51	268.37	2,852.70	127,729.59
719,048.94	178,099.74	787,562.89	24,357.16	51,085.18	8,307.79	946,967.97	6,777,835.60
798,098.61	217,919.75	708,480.50	397,837.64	40,902.86	11,781.27	8,061.26	8,831,610.58
239,043.82	44,253.98	117,843.76	2,986.54	15,468.50	1,360.30		1,758,875.55
1,043,490.88	200,915.80	747,688.02	5,974.98	121,186.69	14,158.51	1,300.50	7,836,668.59
125.87	49.93	44.28					7,069.01
258.40	.20	63.76					6,358.40
5,555.45	218.60	956.04		75.14	10.81		24,225.81
3,320.64	517.15	608.02		14.96			31,145.51
65.00	244.41	7,464.54			5.50		34,718.86
		64.88					2,267.19
144,608.48	23,001.20	80,081.74		4,042.10	2,566.02	982.06	684,568.58
48,575.10	17,600.45	23,428.29		2,536.85	381.44		394,895.26
2,918.65	458.63	827.85		.98			14,375.08
49.66	22.97	626.64					3,879.09
38,855.04	15,901.56	88,092.43		2,475.83	569.18	124.89	439,744.59
6,480.58	758.16	626.61				377.81	18,005.87
3,861.81	176.22	735.92		44.31	120.66		42,724.85
248.98	170.76	679.43		40.25		12.68	5,396.10
881,894.17	97,996.50	687,141.16		44,061.48	11,662.81		6,197,817.83
203,756.86	76,571.08	298,865.39	4,133.98	31,246.82	1,694.95	77.00	2,747,667.46
42,010.78	9,469.41	38,786.44		1,280.16	702.18		356,958.46
\$ 7,052,615.30	\$ 1,396,568.15	\$ 6,943,727.97	\$ 474,610.77	\$ 730,792.73	\$ 66,459.27	\$ 965,691.53	\$ 63,453,923.96

TABLE No. 31—OPERATING EXPENSES

Railroads	Maintenance of Equipment		
	Superintendence	Repairs and renewals of locomotives	Repairs and renewals of passenger cars
Ames & College		487.00	
Atchison, Topeka & Santa Fe	\$ 491,030.27	3,871,057.95	\$ 811,616.46
Chicago, Anamosa & Northern		95.72	31.50
Chicago, Burlington & Quincy	317,345.22	5,103,090.32	1,254,902.16
Chicago Great Western	12,628.93	556,522.55	83,052.90
Mason City & Ft. Dodge	2,793.90	78,498.60	19,613.04
Wisconsin, Minnesota & Pac.	1,815.22	19,453.28	4,785.25
Chicago, Milwaukee & St. Paul	108,378.93	2,590,947.29	832,390.39
Chicago & North-Western	178,994.43	2,394,785.60	622,669.45
Chicago, St. P., M. & Omaha	90,975.72	589,311.27	119,833.74
Chicago, Rock Island & Pacific	258,645.61	2,914,877.97	703,674.55
Colfax Northern	962.00	460.26	206.51
Crooked Creek		856.59	1,426.34
Davenport, R. I. & N. W.		1,712.70	
Des Moines, Iowa Falls & N.	1,090.00	6,898.25	1,364.09
Des Moines Union	1,120.42	3,994.80	2,219.06
Des Moines Western			
Dubuque & S. C. (Illi. Cent.)	12,050.35	249,120.08	75,674.19
Iowa Central	6,522.85	175,612.28	19,060.58
Albia & Centerville		1,390.92	153.00
Manchester & Oneida		1,205.82	56.00
Minneapolis & St. Louis	7,002.56	142,195.90	53,986.50
Muscatine, North & South		2,438.25	266.00
Newton & Northwestern	1,175.24	13,843.78	1,146.08
Tabor & Northern		65.45	73.71
Union Pacific	167,348.09	1,843,937.28	449,203.61
Wabash	102,265.25	1,520,346.37	375,654.26
Willmar & Sioux Falls (G. N.)	6,028.13	68,099.87	4,747.89
Totals ..	\$ 1,763,147.80	\$ 23,151,305.65	\$ 5,437,750.91

BOARD OF RAILROAD COMMISSIONERS

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—ENTIRE LINE—CONTINUED.

Maintenance of Equipment

Repairs and renewals of freight cars	Repairs and renewals of work cars	Repairs and renewals of marine equipment	Repairs and renewals of shop machinery and tools	Stationery and printing	Other expenses	Total
\$ 68.70					\$ 555.70	
8,674,163.46	\$ 110,116.83	\$ 23,572.69	\$ 263,967.95	\$ 31,843.15	\$ 475,895.44	\$ 9,752,568.70
						127.29
7,455,705.26	869,465.24		300,088.01	26,969.60	120,111.34	15,007,673.15
504,244.84			27,096.96	9,864.59	92,584.88	1,285,989.65
75,007.67			6,405.45	686.42	5,514.91	188,520.08
18,544.42			1,987.31	268.38	1,698.85	48,497.71
4,505,388.73	73,367.00		234,920.10	15,812.77	238,121.28	8,589,757.08
4,830,198.07	86,878.28	1,196.08	210,702.18	18,408.24	330,739.18	8,678,578.46
657,386.08	23,014.09		46,878.06	1,385.86	73,428.16	1,602,207.98
2,178,385.30	113,878.00	2,772.90	311,731.21	27,871.89	96,372.86	6,503,210.22
394.64			48.40			2,003.81
						2,289.98
1,750.21	50.08		27.37	5.88		3,554.69
3,931.44			194.88		943.68	14,422.87
2,468.16			4,096.09	84.87	1,567.58	15,424.45
590.59			35.51		148.79	759.89
403,743.33	9,839.43		26,409.54	2,116.98	20,893.62	897,840.46
128,791.01	3,586.85		10,089.36	670.61	4,855.78	349,189.27
1,023.99						2,568.51
			108.66		1,061.29	2,426.98
227,384.09	13,418.68		9,870.20	604.68	5,294.70	458,692.32
24.08						2,728.96
5,874.08	104.83		260.57	128.80	1,481.66	23,998.42
			39.58			168.69
2,176,381.68	96,126.16		264,964.81	17,798.87	354,745.24	5,840,232.74
1,552,209.63	21,288.65	17,972.74	128,128.81	7,864.28	189,587.43	3,915,261.99
60,638.07	3,387.11		412.55	568.27	806.99	144,178.81
\$ 938,549,178.06	\$ 929,428.23	\$ 45,516.86	\$ 1,766,885.60	\$ 168,810.82	\$ 2,024,343.66	\$ 102,898,356.09

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 32—OPERATING EXPENSES—

Railroads	Conducting Transportation		
	Superin-tendence	Engine and roundhouse men	Fuel for locomotives
Ames & College	\$ 1,580.46	\$ 2,876.88	
Atchison, Topeka & Santa Fe	735,068.67	4,164,782.39	4,484,292.75
Chicago, Anamosa & Northern		1,490.76	963.49
Chicago, Burlington & Quincy	1,081,687.90	4,565,116.06	6,049,215.19
Chicago Great Western	29,458.52	876,106.45	1,079,709.57
Mason City & Ft. Dodge	6,519.33	129,925.43	248,666.96
Wisconsin, Minnesota & Pac.	4,235.51	45,466.89	66,587.08
Chicago, Milwaukee & St. Paul	432,503.44	4,064,235.28	5,325,673.28
Chicago & North-Western	505,725.12	4,880,010.81	6,218,724.01
Chicago, St. P., M. & Omaha	208,517.03	1,548,515.00	938,366.21
Chicago, Rock Island & Pacific	917,828.96	3,560,039.36	5,316,399.70
Colfax Northern	963.00	6,613.26	8,281.18
Crooked Creek	1,703.32	2,657.53	2,906.36
Davenport, R. I. & N W	132.30	4,806.89	8,096.59
Des Moines, Iowa Falls & N	2,424.14	11,688.32	16,955.94
Des Moines Union	2,241.08	28,512.16	11,255.98
Des Moines Western	1,448.96		
Dubuque & S. C. (Illi Cent.)	89,120.06	393,403.89	391,700.48
Iowa Central	43,933.75	956,923.11	301,777.73
Albia & Centerville		2,030.91	2,399.31
Manchester & Oneida	1,200.00	1,425.30	3,004.27
Minneapolis & St. Louis	42,779.06	203,815.21	342,243.76
Muscatine, North & South	2,260.42	6,247.26	5,518.75
Newton & Northwestern	2,906.10	10,438.51	17,774.06
Tabor & Northern		1,158.89	2,531.83
Union Pacific	373,707.41	8,160,497.06	3,142,069.95
Wabash	324,424.58	1,861,866.98	2,272,041.78
Willmar & Sioux Falls (G. N)	28,582.03	97,000.21	840,809.78
Totals	\$ 4,833,402.31	\$ 28,774,323.11	\$35,496,206.80

ENTIRE LINE—CONTINUED.

Conducting Transportation						
Water supply for loco- motives	Oil, tallow and waste for locomotives	Other supplies for loco- motives	Train service	Train supplies and ex- penses	Switchmen, watchmen and flagmen	Telegraph expenses
\$ 456,968.99	\$ 86.00	\$ 1,412.45	\$ 18.00	\$ 807,364.31	\$ 1,239,890.46	\$ 1,084,706.77
100.88	199,082.99	123,580.43	2,987,776.86	9.04	-----	-----
358,436.18	137.18	20.54	1,225.20	-----	-----	-----
57,200.58	107,768.36	141,066.55	2,740,231.75	848,524.53	2,024,767.26	1,056,701.07
10,626.49	88,244.05	10,081.21	459,386.69	104,154.46	227,814.81	155,594.01
8,148.76	6,279.88	1,589.97	98,285.57	14,628.00	26,529.40	27,718.76
215,273.16	1,585.85	301.97	37,341.62	4,237.80	8,288.80	11,656.49
302,456.94	187,967.31	69,606.18	2,772,058.75	584,850.28	1,834,398.06	439,619.78
51,459.52	175,750.78	97,096.38	8,548,826.00	720,296.59	1,979,661.51	818,084.05
287,689.64	86,498.60	15,253.75	690,951.20	145,176.66	326,588.99	213,885.68
386.08	165,885.69	119,766.98	2,899,479.38	728,872.36	1,866,489.43	739,228.88
295.19	308.21	154.10	4,366.97	25.64	697.50	217.88
687.88	281.26	94.46	600.00	-----	-----	-----
481.75	101.80	81.06	-----	304.35	5,855.58	3,650.68
3,905.11	528.90	869.11	8,642.56	344.07	545.98	1,190.00
348.65	87.59	1,259.84	8,060.00	4,487.17	40,491.71	218.01
24,965.88	87.59	20.00	-----	-----	-----	-----
17,889.37	18,058.08	5,695.38	269,061.04	90,096.64	123,720.86	97,814.19
345.14	8,752.30	7,816.50	156,376.54	28,806.15	40,347.78	38,260.86
68.80	59.73	59.73	1,237.89	187.74	-----	684.68
11,345.45	223.01	-----	1,087.92	-----	490.00	-----
826.08	8,082.42	4,293.65	141,878.74	87,711.87	71,282.58	40,850.50
1,117.98	280.86	481.78	1,702.80	-----	2,407.05	1,878.42
27.48	1,169.85	56.68	6,755.47	417.48	8,756.24	587.20
814,711.64	50.95	612.48	85.88	-----	71.32	-----
117,627.58	89,775.50	31,988.76	1,390,237.04	408,321.84	689,801.69	589,577.10
7,941.99	75,609.85	29,154.98	1,263,285.64	406,696.58	808,501.39	362,989.31
-----	4,202.36	8,380.21	75,809.44	11,352.74	29,128.70	27,343.89
\$ 2,145,606.43	\$ 1,073,496.84	\$ 661,721.23	\$18,999,668.71	\$ 5,015,199.58	\$10,841,444.65	\$ 5,599,414.43

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 33—OPERATING EXPENSES

Railroads	Conducting Transportation		
	Station serv. ice	Station sup. plies	Switching charges— balance
Ames & College -----			
Atchison, Topeka & Santa Fe-----	\$ 2,496,212.36	\$ 169,746.41	
Chicago, Anamosa & Northern-----	1,868.61	78.58	
Chicago, Burlington & Quincy-----	3,002,788.10	317,204.45	\$ 801,942.49
Chicago Great Western-----	431,784.34	31,257.60	
Mason City & Ft. Dodge-----	68,575.08	7,774.77	47,585.77
Wisconsin, Minnesota & Pac-----	82,990.34	2,800.40	10,479.31
Chicago, Milwaukee & St. Paul-----	3,092,158.90	319,079.24	322,058.34
Chicago & North-Western-----	8,072,568.98	315,531.86	506,842.15
Chicago, St. P., M. & Omaha-----	690,467.84	55,800.09	
Chicago, Rock Island & Pacific-----	1,955,105.69	182,295.55	38,838.11
Colfax Northern -----	1,739.78	86.24	
Crooked Creek -----	981.02		
Davenport, R. I. & N. W.-----	12,298.50	721.51	
Des Moines, Iowa Falls & N.-----	4,604.50	763.56	2,123.18
Des Moines Union -----	46,773.58	5,570.89	
Des Moines Western-----	3,569.98	283.89	
Dubuque & S. C. (Ill. Cent.)-----	215,617.91	28,649.48	
Iowa Central -----	88,502.81	8,487.57	28,526.96
Albia & Centerville-----	2,336.14	158.52	
Manchester & Oneida-----	900.00	114.77	
Minneapolis & St. Louis-----	188,142.83	18,061.11	4,260.14
Muscatine, North & South-----	4,112.40	185.73	
Newton & Northwestern-----	8,700.38	866.94	
Tabor & Northern-----	677.00	26.30	
Union Pacific -----	905,080.96	75,908.54	
Wabash -----	1,538,786.88	85,072.66	27,620.67
Willmar & Sioux Falls (G. N.)-----	71,963.58	7,714.14	
Totals -----	\$ 17,909,825.28	\$ 1,517,258.68	\$ 1,780,305.07

*Credit.

†Including "hire of equipment balance."

—ENTIRE LINE—CONTINUED.**Conducting Transportation**

Car mileage balance	Hire of equipment —balance	Loss and damage	Injuries to persons	Clearing wrecks	Operating marine equipment	Advertising
\$ 1,023,116.70		\$ 858,546.70	\$ 415,187.89	\$ 154,768.40	\$ 96,266.66	\$ 890,351.22
	100.48	142.93		1.00		78.84
416,581.27	*48,270.87	894,931.58	386,114.84	142,601.52		269,368.68
		143,044.81	147,717.69	14,502.72		51,197.18
	20,580.10	24,640.52	18,008.80			
	429.66	10,702.18	1,985.47	1,048.36		
†374,901.98		684,783.08	488,114.54	72,980.86		231,913.71
		646,449.51	680,597.30	89,289.10	2,293.61	351,850.11
		118,264.69	138,119.44	14,702.11		17,827.96
243,755.26		878,807.68	674,238.58	131,292.44	16,644.25	827,887.23
	1,388.79	58.96	408.00	102.19		
	1,808.96	59.17				
		109.80	317.83	187.11		14.91
2,608.99	885.80	871.65	122.30			101.42
		138.49	602.03			
			7.00			
265,351.00		44,468.47	63,162.54	3,296.18		18,226.89
		51,864.91	55,913.17	8,083.55		2,617.06
4,212.14		178.85	1.50	18.78		33.80
	.96	47.12				23.00
		49,206.48	165,888.39	4,988.17		6,526.76
5,968.26		313.28				65.00
8,449.76	1,060.80	246.88	569.88	471.74		63.20
100.24	1,789.94	225.90		6.90		5.76
1,216,040.98		282,839.50	294,869.73	85,867.40		245,885.31
478,638.31	140,931.09	407,835.06	810,083.71	56,514.84	80,450.14	59,880.79
87,821.76	26,415.18	17,256.68	28,166.73	4,556.79		680.59
\$ 4,076,506.90	\$ 146,015.79	\$ 5,050,517.71	\$ 3,858,535.86	\$ 779,660.10	\$ 195,643.66	\$ 1,899,598.81

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 34—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

TABLE NO. 86.—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 36—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

Railroads		Recapitulation of Expenses			
		General ex-	Conducting expenses	General ex-	Grand total
Ames & College	675.00	\$66.70	\$5.978.24	\$1,580.80	\$8,775.74
Atchison, Topeka & Santa Fe	9,753.50	25,404.51	1,759.781.49	47,161.49	47,986.96
Chicago, Milwaukee & Northern	9,806.25	197.25	6,767.64	8,178.65	12,843.07
Chicago, Burlington & Quincy	15,853.645.55	15,007.73.15	37,373.004.35	3,069.558.71	59,184.454.35
Chicago, Great Western	849.782.11	1,985.982.65	4,446.975.08	473.700.99	7,075.385.77
Chicago City & P't. Dodge	169.817.41	198.580.08	817.735.97	14,749.01	1,190.349.77
Illinoian, Minnesota & Pacific	197.735.50	43.497.71	249.082.45	3,980.78	498.251.61
Wabash, Milwaukee & St. Paul	6,777.825.90	8,589.777.92	20,738.468.15	1,350.349.81	30,600.410.14
Chicago & North Western	8,801.610.59	8,673.673.49	25,103.370.38	1,180.461.90	44,780.926.88
Chicago, St. L., M. & Omaha	1,768.375.50	1,602.307.90	6,551.649.95	2,659.983.49	9,171.116.51
Chicago, Rock Island & Pacific	7,886.685.50	6,508.310.29	22,888.480.61	1,642.736.88	36,666.046.32
Cofrus Northern	7,909.01	8,008.81	96,115.49	3,610.60	98,800.81
Crooked Creek	6,358.40	2,982.93	11,534.84	970.42	30,565.98
Davenport, R. I. & N. W.	94.225.61	8,654.69	39,083.67	3,749.05	62,613.15
Des Moines, Iowa Falls & N.	51,145.61	14,412.87	87,776.36	6,944.49	140,399.14
Des Moines Union	84,713.30	15,484.45	154,813.13	11,913.57	216,385.81
Des Moines Western	2,367.19	750.89	6,175.47	797.21	9,809.75
Dubuque & S. C. (Illi. Cent.)	684.563.58	897.840.45	2,819.470.38	190.887.45	4,168.767.38
Iowa Central	304,886.30	349.180.37	1,301.767.90	111,061.53	5,160,884.06
Albia & Centerville	14,375.02	2,668.51	13,982.03	816.88	31,659.38
Manchester & Lindela	8,870.09	2,484.93	9,300.72	811.00	15,887.74
Minneapolis & St. Louis	459,744.60	465,694.82	1,589,831.38	121,974.17	2,558,643.41
Muscatine, North & South	19,005.87	9,738.90	31,345.70	9,055.18	61,138.71
Newton & Northwestern	43,734.85	10,306.49	67,040.04	11,186.10	144,955.00
Tabor & Northern	5,886.10	1,661.88	7,647.54	9,947.95	16,000.38
Union Pacific	6,197,817.83	6,340,889.74	13,069,816.46	1,829,306.61	35,884,134.74
Wabash	2,747,887.46	3,916,261.39	13,071,736.73	666,894.13	30,493,619.75
William & Sioux Falls (I. N.)	356,988.46	144,173.81	615,455.87	25,684.39	1,253,058.08
Totals	\$6,459,980.90	\$6,385,300.00	\$105,980,314.43	\$10,927,372.07	\$38,188,866.95

*Revenue train mileage basis.
†Proportional expenses to actual earnings.

Percentage of ex-
penses to ear-
ing—Iowa

Percentage of ex-
penses to ear-
ing

Percentage of ex-
penses to ear-
ing—Iowa

70.13

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 87—TAXES.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 38—

Railroads	Nebraska			Iowa		
	Amount	Miles of road	Per mile	Amount	Miles of road	Per mile
Ames & College -----				406.48	1.98	205.27
Atchison, Topeka & Santa Fe -----				14,212.05	19.86	715.61
Chicago, Anamosa & Northern -----				858.82	19.60	43.82
Chicago, Burlington & Quincy -----	\$ 1,811,183.57	2,714.18	483.10	355,548.49	1,365.65	260.35
Chicago Great Western -----				110,447.68	399.99	276.12
Mason City & Ft. Dodge -----	. 10,726.79	5.56	1,929.27	60,140.31	358.86	170.30
Wisconsin, Minnesota & Pacific -----				2,505.92	22.50	111.37
Chicago, Milwaukee & St. Paul -----	2,185.90			397,722.13	1,871.13	212.56
Chicago & North-Western -----	255,348.99	1,101.26	231.87	450,048.84	1,577.60	285.27
Chicago, St. P., M. & Omaha -----	84,945.25	283.42	299.72	30,241.18	102.04	296.37
Chicago, Rock Island & Pacific -----	66,092.06	245.85	269.38	448,098.81	2,021.51	219.19
Colfax Northern -----				1,397.78	6.00	232.95
Crooked Creek -----				2,027.78	17.61	115.15
Davenport, R. I. & N. W. -----				10,028.98	34.51	290.47
Des Moines, Iowa Falls & N. -----				6,444.00	70.44	90.06
Des Moines Union -----				26,896.08	4.00	6,474.08
Des Moines Western -----				1,780.50	4.62	385.39
Dubuque & S. C. (Ill. Cent.) -----				154,992.49	714.94	216.79
Iowa Central -----				67,500.00	454.07	148.06
Albia & Centerville -----				2,760.00	24.40	118.11
Manchester & Oneida -----				888.82	8.75	101.56
Minneapolis & St. Louis -----				48,100.00	349.88	137.48
Muscatine, North & South -----				2,684.25	28.67	93.62
Newton & Northwestern -----				10,448.86	102.50	101.94
Tabor & Northern -----				864.23	8.79	98.08
Union Pacific -----	674,751.89	963.48	686.09	33,447.64	2.46	13,596.60
Wabash -----				44,551.48	208.90	213.27
Willmar & Sioux Falls (G. N.) -----	25,465.49	129.92	196.01	15,739.81	79.26	198.58
Totals -----	\$ 2,430,699.93	5,463.19	\$ 444.75	\$ 2,294,777.61	9,875.03	\$ 232.38

TAXES—CONTINUED.

All Other States			Other Taxes			Total Taxes		
Amount	Miles of road	Per mile	Amount	Miles of road	Per mile	Amount	Miles of road	Per mile
\$ 1,985,129.45	6,935.88	\$ 210.33				406.43	1.96	\$ 205.27
						2,127,508.17	6,810.67	319.38
						858.88	19.00	43.55
288,808.68	1,575.19	151.60				2,814,067.06	8,660.07	324.96
11,118.61						241,476.00	755.17	319.78
						75,384.84	286.36	196.47
						31,378.58	271.00	115.79
						2,268,096.07	7,186.69	318.10
947,996.65	1,695.59	135.86				7,464,738.94	7,550.54	359.45
297,426.84	1,619.68	209.16				633,979.40	1,705.19	371.79
11,694.01	98.30	121.79				1,588,309.82	6,450.96	243.26
758,145.40	3,250.65	234.76				1,397.78	6.00	269.96
						2,087.78	17.61	115.15
						17,450.17	46.78	373.18
						6,444.00	70.44	■.06
						25,896.06	4.00	6,474.06
						1,780.50	4.62	325.39
5,676.45	44.94	126.56				161,■.96	759.88	212.76
						88,■.06	558.48	150.11
						2,700.00	24.40	118.11
						888.68	8.75	101.56
4,060.00	39.69	102.07				176,694.56	769.08	230.97
						8,664.25	28.87	98.69
						10,448.88	102.50	101.94
						984.28	8.79	98.06
649,618.20	3,044.96	214.94				1,865,437.01	3,081.41	447.13
430,571.37	688.90	604.87				888,550.77	3,170.30	405.06
18,987.77	98.64	184.70				97,705.96	436.73	223.78
\$ 4,613,448.44	17,551.96	269.16				♦ 16,101,297.85	47,945.74	315.69

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 39—CURRENT

Railroads	Cash	Bills receivable
Ames & College -----	\$ 11,810.99	
Atchison, Topeka & Santa Fe -----	4,549,899.87	\$ 787,069.06
Chicago, Anamosa & Northern -----	119.67	
Chicago, Burlington & Quincy -----	6,316,091.62	\$ 890,473.30
Chicago Great Western -----	223,689.14	
Mason City & Ft. Dodge -----		
Wisconsin, Minnesota & Pacific -----	66,648.19	
Chicago, Milwaukee & St. Paul -----	18,786,944.91	
Chicago & North-Western -----	27,320,987.50	\$ 202,387.36
Chicago, St. Paul, M. & Omaha -----	485,485.28	
Chicago, Rock Island & Pacific -----	9,895,557.20	\$ 166,283.43
Colfax Northern -----		
Crooked Creek -----		
Davenport, Rock Island & N. W. -----	1,265.00	
Des Moines, Iowa Falls & Northern -----	5,146.20	
Des Moines Union -----	38,039.45	\$ 75,404.59
Des Moines Western -----	6,784.06	
Dubuque & Sioux City (Ill. Cent.) -----		
Iowa Central -----	423,258.49	\$ 905.00
Albia & Centerville -----	2,114.65	
Manchester & Oneida -----	4,483.41	
Minneapolis & St. Louis -----	689,017.89	\$ 1,821.50
Muscatine, North & South -----	12,469.26	
Newton & Northwestern -----	1,479.56	
Tabor & Northern -----	388.87	
Union Pacific -----	6,784,761.41	\$ 3,560,000.00
Wabash -----	2,411,243.85	\$ 168,763.13
Willmar & Sioux Falls (Gr. N.) -----	49,044.20	
Totals -----	\$ 77,986,680.90	\$ 5,874,120.23

ASSETS AND LIABILITIES.**Cash and Current Assets Available for Payment of Current Liabilities**

Due from agents	Net traffic freight balance due from other companies	Due from solvent companies and individuals	Other cash assets ex- cluding materials and sup- plies	Balance current liabilities	Total
\$ 584,895.10	\$ 151,744.58	1,043.81			\$ 13,854.80
243.20	297.76	7,661,908.49			13,836,430.00
3,456.18	924,746.69	4,611,797.09	\$ 89,940.93		600.08
376,098.27		1,565,296.18		\$ 13,716,506.58	
		54,553.98		\$ 765,810.76	\$ 2,930,339.35
					54,553.98
				347,344.09	413,992.28
1,699,767.59	548,138.89	579,254.69	713,595.15		22,327,695.59
2,968,830.31	175,483.39		502,584.06		31,169,723.70
413,802.17	96,771.21			2,058,006.36	8,004,064.97
2,249,578.06		5,287,786.53		6,982,786.68	24,581,941.99
2,244.25	469.85	1,942.79		17,529.06	22,185.95
1,117.59	61.54	1,563.80	5,715.93	10,176.10	18,634.95
588.89	89,119.77	2,476.81		251,756.21	295,206.87
8,481.67		11,450.23		194,964.09	220,042.18
		69,398.87			175,837.41
		8,658.53			15,442.59
		5,657.85	248.82	873.78	6,275.40
43,248.27		286,118.05	46,670.58	1,226,492.58	1,976,692.92
731.88		614.62	21.50	9,106.85	12,569.00
		848.98		1,699.76	6,482.15
150,918.82	4,068,575.86	1,249,988.78			6,118,317.86
740.07		1,507.14	4,384.80	5,604.47	24,705.24
16,566.87		19,402.66		400,141.56	437,590.15
755.07	695.47	894.72		87,898.10	40,356.73
348,387.66	641,678.45	5,177,289.08	42,448,082.48		58,960,149.08
918,304.70		1,565,400.82	68,476.80	6,061,980.40	11,194,229.00
		86,017.81		875,445.27	1,010,506.73
\$ 9,788,946.06	\$ 6,669,777.89	\$ 28,186,125.59	\$ 43,839,665.83	\$ 19,346,489.52	\$ 191,574,066.59

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 40--CURRENT ASSETS

Railroads	Current Liabilities to and Including June 30, 1907			
	Loans and bills pay- able	Audited vouchers and ac- counts	Wages and salaries	Net traffic balance due other companies
Ames & College	\$ 731.87			
Atchison, Topeka & Santa Fe	6,334,901.70	\$ 2,679,483.87		
Chicago, Milwaukee & Northern		425.91	\$ 104.45	
Chicago, Burlington & Quincy	\$ 2,000,000.00	4,581,681.22	2,984,030.91	
Chicago Great Western	1,025,000.00	1,105,172.90	455,078.25	338,503.20
Mason City & Ft. Dodge		38,825.96		
Wisconsin, Minnesota & Pacific		413,342.28		
Chicago, Milwaukee & St. Paul		3,251,141.75	2,641,845.10	
Chicago & North Western		2,000,400.90	2,509,810.77	941,946.87
Chicago, St. P. M. & Omaha		501,740.33	475,502.78	208,925.80
Chicago, Rock Island & Pacific	16,350,306.76	2,879,712.13	2,427,312.24	90,416.60
Colfax Northern	21,250.00	72.10		
Crooked Creek	15,925.78	2,612.17		
Davenport, R. I. & N. W.	968,621.05	18,141.33	8,439.00	
Des Moines, Iowa Falls & N.	192,000.00	25,556.93		252.73
Des Moines Union		21,802.18	18,822.00	
Des Moines Western		57.21	770.58	
Dubuque & S. C. (Ill Cent.)		711.60		
Iowa Central	1,632,500.00	108,700.63	32,396.94	
Albia & Centerville		10,768.21	601.80	919.59
Manchester & Oneida	1,800.00			4,682.15
Minneapolis & St. Louis	620,000.10	39,154.07	156,278.48	
Muscatine, North & South	100.00	8,032.15	1,051.60	18,661.49
Newton & Northwestern	238,714.26	11,537.04	10,214.28	2,708.81
Tabor & Northern	80,929.42	528.41		
Union Pacific	20,400,000.00	1,985,404.06	1,706,971.19	
Wabash	3,376,000.00	2,451,580.63	815,591.54	144,113.90
Willmar & Sioux Falls (G. N.)		324,007.20	84,260.58	
Totals	\$ 61,511,542.21	\$20,810,230.85	\$17,243,529.23	\$ 1,748,565.01

*Including \$48,000.00 appropriation for renewals, charged to operating expenses.

†Including \$199,546.00, appropriation for renewals, charged to operating expenses.

AND LIABILITIES—CONTINUED.

Current Liabilities to and Including June 30, 1907

Dividends not called for	Matured interest coupons unpaid	Rents due July 1, 1907	Miscel- laneous	Balance cash assets	Total	Materials and sup- plies on hand
\$ 2,877,287.75	\$ 308,058.34			\$ 12,188.43	\$ 19,854.80	
		\$ 10.00		1,566,698.34	18,896,430.00	\$ 8,758,744.39
8,460.00	2,243,063.50			47.24	660.68	
	8,085.00					
				791,289.59	18,716,505.58	6,013,344.17
					2,980,389.35	1,185,852.10
				15,728.02	54,553.98	
					418,992.28	
31,929.00	2,723,985.00			18,679,841.65	29,887,695.59	5,989,989.11
3,878.25	268,632.52	3,000.00	3,963,655.00	21,868,292.49	31,169,722.70	4,515,627.62
1,046,826.00	86,495.75	10,094.07	584,831.24		3,004,064.97	1,063,580.19
7,007.07	2,235,410.00	16,724.00	775,020.00		24,581,941.89	4,238,048.48
				215.85	22,185.95	
				90.00	18,634.96	
				2,233.12	295,206.87	15,834.84
				4,119.95	220,042.18	914.66
				181,072.68	175,837.41	31,892.71
				14,097.80	15,442.59	322.07
2,746.30	2,817.50				6,875.40	
729.00	8,145.00		*184,420.05		1,976,698.99	271,606.70
					12,589.00	
					6,482.15	
	87,768.75		†415,964.81	4,553,158.24	6,118,317.85	585,135.97
					24,705.24	
	173,034.12		2,461.10		437,590.15	6,394.54
					40,356.73	
11,791,251.50	2,044,700.00		1,733,818.60	19,996,008.14	58,960,149.08	7,409,378.49
63,910.00	949,959.50		4,383,074.18		11,194,229.00	1,235,601.04
	2,150.00				1,010,506.78	69,405.26
\$15,839,084.87	\$11,159,199.98	\$30,358.07	\$12,112,037.68	\$55,129,295.62	\$ 191,574,065.53	\$41,305,572.34

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 40—MILEAGE

Railroads	Total mileage operated, including yards, tracks and sidings	New line constructed during year	Miles Operated—Single Track			
			Main line	Branches and spurs	Lines of proprietary companies	Lines operated under lease
Ames & College	2.05		1.98			
Atchison, Topeka & Santa Fe	9,528.87	202.70	8,879.54	2,687.07	168.89	242.56
Chicago, Anamosa & Northern	20.20		19.00			
Chicago, Burlington & Quincy	11,930.49	351.38	822.41	7,837.66		
Chicago Great Western	1,225.49	15.97	712.99	20.34		
Mason City & Ft. Dodge	500.72	5.33	359.54	18.59		
Wisconsin, Minnesota & Pacific	309.41	.59	213.90	57.10		
Chicago, Milwaukee & St. Paul	10,118.53	247.20	7,172.64			
Chicago & North Western	11,395.08	357.47	3,049.92	4,341.73	182.99	
Chicago, St. P. M. & Omaha	2,320.13	58.97	*1,841.61			
Chicago, Rock Island & Pacific	8,931.26	151.65	8,144.15	1,784.31		1,359.49
Colfax Northern	13.00		0.00			7.00
Crooked Creek	21.10	.21	17.61			
Davenport, R. I. & N. W.	75.12	2.14	46.70			
Des Moines, Iowa Falls & N.	80.51		70.44			
Des Moines Union	18.00		4.00			
Des Moines Western	5.62	.26	4.62			
Dubuque & S. C. (Ia. Cent.)	963.99	5.49	528.20	433.82		
Iowa Central	381.80	.98	375.06	127.21		
Albia & Centerville	27.57		24.40			
Manchester & Oneida	8.75		8.00			
Minneapolis & St. Louis	1,128.77	6.01	259.90	371.51		
Missouri, North & South	31.02		28.67			
Newton & Northwestern	116.33		102.50			4.10
Tabor & Northern	11.75		8.79			
Union Pacific	14,215	187.15	1,301.67	1,002.24		
Wabash	3,373.00	40.70	1,680.20	75.00	280.40	6.20
Willmar & Sioux Falls (G. N.)	452.37	3.35	301.25		129.16	
Totals	77,547.35	1,637.54	26,187.41	18,096.98	705.41	1,619.34

*Including branches and spurs.

BOARD OF RAILROAD COMMISSIONERS

87

--ENTIRE LINE.

Lines operated under contract	Miles Operated—Single Track			Miles Owned—Single Track					
	New line constructed during year	Total mileage excluding trackage rights	Lines operated under track-right-of-way rights	Lines Represent'd by Capital Stock		New line constructed during year	Total mileage	Miles of iron	Miles of steel
				Main L	Branches and spurs				
38.96	1.98	6,888.06	106.36	8,879.54	8,537.07	9.28	6,416.61	11.81	6,406.30
	19.60			19.60			19.60		19.60
193.27	8,080.07	915.00	828.41	7,837.66	198.37	8,080.07	64.81	8,505.26	
	728.23	85.13	712.90	42.18		755.17		756.17	
	378.13	8.13	359.54	18.49		378.13		378.13	
	271.00		218.90	57.10		271.00		271.00	
	147.04	7,179.64	938.18	*7,179.64		147.04	7,172.64	81.06	7,090.68
60.09	160.33	7,584.68	88.36	8,049.92	4,841.78	66.65	7,501.66	60.47	7,331.18
	15.38	1,641.61	69.50	*1,641.61		15.38	1,641.61	7.00	1,633.29
182.31	92.66	6,450.20	607.15	8,144.15	1,784.31		4,928.46		4,928.46
		18.00		6.00			6.00		6.00
		17.61		17.61			17.61		17.61
		46.76	2.36	46.76			46.76		46.76
		70.44	4.00	70.44			70.44		70.44
		4.00		4.00			4.00		4.00
		4.62		4.62			4.62		4.62
		759.88		896.36	433.63		759.88		759.88
37.00		539.27	10.16	375.03	127.71		502.27	8.30	498.97
		34.40		■.40			24.40		24.40
		8.00		8.00			8.00		8.00
273.36		906.76	89.31	950.90	371.61		621.41	.14	631.27
		28.87		28.87			28.87		28.87
		108.80		108.50			108.50		108.50
		8.79	1.96	8.79			8.79		8.79
37.50	81.02	8,081.41		1,906.07	1,004.28	31.06	8,000.95		8,000.95
		8,041.80	472.50	1,680.20	81.80		1,762.00		1,762.00
		433.41	8.33	304.26			304.26		304.26
573.18	608.67	47,760.65	1,667.85	95,198.41	18,727.06	456.56	44,919.47	264.66	44,694.79

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 42—

Railroads	Mileage Owned in Iowa				
	Single track	Second track	Third and fourth tracks	Yard tracks and sidings	Mileage owned—all tracks
					Miles of iron
Ames & College	1.98			.07	2.05
Atchison, Topeka & Santa Fe	19.86	11.10		24.20	55.16
Chicago, Anamosa & Northern	19.60			.60	20.20
Chicago, Burlington & Quincy	1,865.65	244.53		307.26	1,917.44
Chicago Great Western	399.99	10.34		125.85	535.68
Mason City & Ft. Dodge	350.80			87.43	438.23
Wisconsin, Minnesota & Pacific	29.50			3.08	25.58
Chicago, Milwaukee & St. Paul	1,870.12	28.29	11.29	410.60	2,320.30
Chicago & North-Western	1,574.58	345.92		481.78	2,409.18
Chicago, St. P., M. & Omaha	74.54			38.10	107.64
Chicago, Rock Island & Pacific	1,850.20	89.77		496.67	2,368.64
Colfax Northern	6.00			1.00	7.00
Crooked Creek	17.61			8.49	21.10
Davenport, R. I. & N. W.	34.51	1.06		14.39	49.96
Des Moines, Iowa Falls & N.	70.44			5.45	75.89
Des Moines Union	4.00	2.00		12.00	18.00
Des Moines Western	4.68			1.00	5.69
Dubuque & S. C. (Ill. Cent.)	714.94	3.75		190.55	909.24
Iowa Central	413.07			98.11	508.18
Albia & Centerville	24.40			2.97	27.37
Manchester & Oneida	8.00			.75	8.75
Minneapolis & St. Louis	212.26			30.67	242.93
Muscatine, North & South	28.67			2.95	31.62
Newton & Northwestern	102.50			9.58	112.08
Tabor & Northern	8.79			1.00	9.79
Union Pacific	2.46	1.63		44.87	48.96
Wabash	109.30			12.50	121.80
Willmar & Sioux Falls (G. N.)	76.70			18.46	90.16
Totals	9,397.04	781.39	11.29	2,889.83	12,479.55
					177.28

*Including branches and spurs.

MILEAGE—IOWA.

Miles of track	Mileage Operated—Single Track								
	Lines Represented by Capital Stock	Main line	Branches and spurs	Lines of Proprietary companies	Lines operated under lease	Lines operated under contract	New line built dur- ing year	Total mileage exclu- ding trackage rights	Lines operated under trackage rights
2.05	1.98							1.98	
55.16	19.86							19.86	
20.30	19.00							19.00	
1,860.35	274.56	1,001.10						1,865.05	72.35
535.68	370.57	7.49						378.06	3.26
438.35	322.21	18.59						350.80	
25.56	28.60							28.50	
2,269.34	*1,570.12							1,570.12	60.01
2,377.08	303.75	1,310.75						1,674.53	3.07
101.28	74.34							74.34	27.50
9,368.64	1,108.88	756.38				168.81		8,021.51	80.16
7.00	6.00				7.00			18.00	
20.91	17.61							17.61	
49.96	34.51							34.51	.81
75.50	70.44							70.44	4.69
18.00	4.00							4.00	
5.02	4.68							4.02	
909.34	386.26	388.68						714.94	
492.08	266.56	127.21				57.00		450.07	4.00
27.87	24.40							24.40	
8.75	8.00							8.00	
242.04	187.88	74.43				187.69		349.88	19.10
31.62	28.67							28.67	
118.08	108.50				4.10			106.00	
8.79	8.79							8.79	
47.33	■■■							8.46	
121.80	109.80		94.10					208.40	5.50
76.70	76.70							76.70	3.50
18,508.37	5,700.45	3,674.55	94.10	11.10	336.03			9,817.23	352.84

TABLE No. 43—EMPLOYES

Railroads	General Officers			Other Officers		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College -----	7	-----	-----	1	\$ 1,200.00	\$ 3.29
Atchison, Topeka & Santa Fe -----	1	-----	-----	1	\$ 2,700.00	7.40
Chicago, Anamosa & Northern -----	1	\$ 1,500.00	\$ 4.10	-----	-----	-----
Chicago, Burlington & Quincy -----	11	\$ 38,843.93	\$ 8.43	-----	-----	-----
Chicago Great Western -----	-----	-----	-----	-----	-----	-----
Mason City & Ft. Dodge -----	-----	-----	-----	-----	-----	-----
Wisconsin, Minnesota & Pacific -----	-----	-----	-----	-----	-----	-----
*Chicago, Milwaukee & St. Paul -----	12	\$ 95,461.06	\$ 23.35	14	\$ 50,987.33	\$ 9.83
Chicago & North-Western -----	-----	-----	-----	4	\$ 18,950.00	11.14
Chicago, St. P., M. & Omaha -----	-----	-----	-----	-----	-----	-----
Chicago, Rock Island & Pacific -----	34	\$ 100,680.53	\$ 7.96	21	\$ 60,607.58	\$ 7.81
Colfax Northern -----	1	\$ 600.00	\$ 1.64	1	\$ 1,800.00	\$ 4.93
Crooked Creek -----	4	\$ 1,703.82	\$ 1.17	-----	-----	-----
Davenport, R. I. & N. W. -----	2	\$ 2,781.04	\$ 5.00	-----	-----	-----
Des Moines, Iowa Falls & N. -----	1	\$ 2,275.00	\$ 7.27	1	\$ 1,080.00	\$ 3.45
Des Moines Union -----	5	\$ 4,680.00	\$ 6.41	-----	-----	-----
Des Moines Western -----	1	\$ 504.96	\$ 2.76	-----	-----	-----
Dubuque & S. C. (Ill. Cent.) -----	18	\$ 36,213.36	\$ 2.55	-----	-----	-----
Iowa Central -----	8	\$ 32,209.04	\$ 3.63	16	\$ 21,570.00	\$ 7.36
Albia & Centerville -----	-----	-----	-----	-----	-----	-----
Manchester & Oneida -----	2	\$ 200.00	\$.27	1	\$ 1,200.00	\$ 3.28
Minneapolis & St. Louis -----	7	\$ 18,305.26	\$ 33.00	23	\$ 18,492.48	\$ 7.67
Muscatine, North & South -----	3	\$ 7,800.00	\$ 7.19	1	\$ 547.50	\$ 1.50
Newton & Northwestern -----	8	\$ 7,433.28	\$ 4.75	3	\$ 3,540.00	\$ 3.28
Tabor & Northern -----	2	\$ 2,800.00	\$ 4.47	-----	-----	-----
Union Pacific -----	-----	-----	-----	1	\$ 2,700.00	\$ 7.40
Wabash -----	1	\$ 6,723.75	\$ 18.42	4	\$ 6,771.47	\$ 5.88
Willmar & Sioux Falls (G. N.) -----	-----	-----	-----	3	\$ 9,599.20	\$ 7.54
Totals -----	123	\$ 855,713.53	\$ 9.94	95	\$ 191,695.56	\$ 6.45

*Compensation, revenue train mileage basis.

†Revenue train mileage basis.

AND SALARIES—IOWA.

General Office Clerks			Station Agents			Other Station-men			Engine-men		
Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
4	\$ 8,123.36	\$ 2.14	31	\$ 18,080.92	\$ 1.72	84	\$ 130,194.00	5.35	2	\$ 1,539.46	8.15
4	1,939.92	1.88	420	223,686.77	1.70	206	316,657.00	4.81	1	840.00	3.80
77	\$ 63,092.49	\$ 2.58	183	138,996.26	2.09	85	48,006.00	1.74	120	177,876.72	4.06
			67	44,874.00	2.23	42	31,319.20	1.41	48	62,289.90	4.02
			60	39,420.00	1.80	1	420.00	1.16	5	1,083.50	3.90
			3	1,500.00	1.87	1,064	534,393.84	1.62	508	616,158.69	3.93
190	\$ 138,618.26	2.25	358	199,890.30	1.81	470	223,834.78	1.55	354	552,738.11	4.91
			246	188,229.98	2.35	60	33,828.12	1.75	18	26,779.79	4.77
			12	9,517.84	2.54	656	272,188.67	1.83	312	482,648.52	4.14
			110	78,838.27	1.86	1	800.00	1.65	8	3,076.27	2.94
8	1,960.00	2.14	1	900.00	2.47	8	4,701.94	1.78	1	960.00	2.63
			2	637.80	1.24						
2	1,115.28	2.18	3	1,725.57	1.81				1	1,011.41	3.36
4	2,275.50	2.49	10	4,604.50	1.47				5	4,636.80	3.36
5	3,279.18	1.80	1	1,500.00	4.11	82	47,675.88	1.88	7	7,056.00	3.50
1	180.00	.58	1	960.00	2.69	5	3,517.36	1.92			
50	\$ 34,292.17	2.07	124	91,385.07	2.02	210	91,605.48	1.43	77	219,036.06	4.36
164	40,456.82	2.10	77	44,407.15	1.58	40	21,928.80	1.07	57	98,788.70	3.80
			8	1,580.00	1.83	9	1,080.00	.66			
						2	900.00	1.23	1	840.17	2.80
87	\$ 15,769.12	1.76	45	\$ 32,556.96	1.71	29	14,217.60	1.35	27	\$ 38,006.94	3.73
			4	2,540.75	1.74	8	1,571.65	1.44	3	1,980.00	3.16
8	1,235.85	1.89	14	8,789.96	1.75	3	210.00	.23	7	6,379.26	3.86
			1	677.00	2.21				1	618.00	1.97
8	8,810.21	2.26	8	4,800.00	4.38	167	118,399.10	1.94			
16	12,683.54	2.50	19	9,200.15	2.41	46	29,247.71	2.03	22	29,993.38	4.41
9	7,880.97	2.30	18	10,423.95	2.28	41	18,791.69	1.49	9	10,149.03	4.02
569	\$ 325,627.34	1.88	1,355	\$ 917,308.74	\$ 2.16	3,465	\$ 1,718,875.45	\$ 1.58	1,803	\$ 2,786,276.71	4.77

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 44—EMPLOYES AND

Railroads	Firemen			Conductors		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College						
Atchison, Topeka & Santa Fe	81	\$ 78,095.04	\$ 3.21	28	47,575.00	\$ 5.10
Chicago, Anamosa & Northern	1	540.00	1.47	1	720.00	1.97
Chicago, Burlington & Quincy	196	128,340.57	\$ 3.79	121	167,188.87	\$ 3.79
Chicago Great Western	120	106,085.04	\$ 3.42	90	126,931.78	\$ 3.61
Mason City & Ft. Dodge	44	37,204.80	\$ 2.40	35	51,097.06	\$ 4.65
Wisconsin, Minnesota & Pacific	6	618.15	2.31	6	927.00	2.00
*Chicago, Milwaukee & St. Paul	481	367,075.30	\$ 2.49	301	364,075.30	\$ 3.00
Chicago & North-Western	421	375,075.34	\$ 2.71	270	358,306.44	\$ 4.04
Chicago, St. P., M. & Omaha	18	16,926.40	2.91	18	16,126.63	4.00
Chicago, Rock Island & Pacific	361	314,780.08	\$ 2.71	190	311,421.58	\$ 3.45
Colfax Northern	2	1,947.15	1.81	3	3,941.04	2.00
Crooked Creek	1	522.94	1.84	1	600.00	1.84
Davenport, R. I. & N. W.	1	625.94	2.08	2	1,255.18	2.12
Des Moines, Iowa Falls & N.	5	3,539.02	1.84	6	3,600.00	2.01
Des Moines Union	7	4,834.40	2.15			
Des Moines Western						
Dubuque & S. C. (Illi. Cent.)	77	132,085.15	\$ 2.69	75	106,450.04	\$ 4.10
Iowa Central	57	64,887.85	\$ 2.22	35	55,522.30	\$ 2.00
Albia & Centerville						
Manchester & Oneida	1	575.08	1.87	1	627.50	1.74
Minneapolis & St. Louis	27	28,245.00	\$ 2.50	28	26,577.00	\$ 2.38
Muscatine, North & South	2	1,404.00	2.05	1	900.00	2.07
Newton & Northwestern	7	4,306.49	2.08	7	5,196.41	\$ 2.19
Tabor & Northern	1	540.89	1.73	1	613.48	
Union Pacific						
Wabash	29	17,562.50	\$ 2.08	15	16,539.97	\$ 4.05
Willmar & Sioux Falls (G. N.)	18	6,331.46	\$ 3.45	15	10,149.00	\$ 2.73
Totals	1,950	\$ 1,740,988.26	\$ 2.85	1,940	\$ 1,677,019.18	\$ 4.20

*Compensation, revenue train mileage basis.

SALARIES—IOWA—CONTINUED.

Other Trainmen			Machinists			Carpenters			Other Shopmen		
Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
58	\$ 58,741.04	\$ 3.09	83	\$ 35,595.24	\$ 3.74	58	\$ 39,831.04	\$ 2.37	303	\$ 200,298.96	\$ 1.97
1	480.00	1.33									
220	183,599.21	2.29	170	175,929.72	3.81	175	140,396.24	2.56	684	477,797.28	2.28
812	245,473.20	2.59	118	129,604.20	3.65	87	69,217.20	2.66	713	442,280.16	2.08
78	66,087.60	2.30	7	7,814.40	3.70	14	7,518.42	2.21	71	42,423.06	2.01
10	688.65	2.41									
604	419,858.47	2.22	206	219,333.84	3.63	387	205,780.96	2.25	1,980	1,107,603.04	1.96
568	407,450.84	2.53	249	219,971.59	2.78	307	166,324.21	2.13	1,568	880,929.70	1.70
36	39,380.00	2.69	148	115,872.21	2.51	59	37,592.93	2.04	68	41,231.11	2.10
449	354,783.56	2.11	183	121,786.24	3.68	386	104,189.36	2.37	1,075	726,340.09	2.00
8	2,140.00	1.63	1	1,080.00	2.96	1	540.85	2.09	1	613.55	1.71
			1	564.00	2.00	1	596.00	2.00	1	540.00	1.48
2	1,605.58	2.74		877.65	2.45	3	2,706.18	2.30	6	8,508.19	1.66
9	4,092.28	1.75	4	3,186.00	3.00	8	1,920.00	2.10	8	2,400.00	1.67
24	94,480.00	3.40	27	24,587.12	2.91	2	1,980.00	3.00	94	46,699.45	1.67
									8	1,800.00	1.92
197	206,258.40	2.72	157	126,442.55	2.56	145	106,045.64	2.50	181	95,940.14	2.44
91	94,908.64	2.14	92	105,080.64	2.79	47	28,698.98	2.38	116	73,015.07	1.66
1	450.42	1.23	1	10.10	3.52						
42	41,797.66	2.68	36	35,218.94	2.90	81	20,989.77	2.46	69	41,908.79	1.77
8	2,210.80	2.35	1	1,080.00	2.79				2	1,080.00	1.48
11	5,980.14	2.15	5	4,076.44	2.54	6	2,642.07	1.69	11	10,102.74	2.09
58	59,611.19	3.31	18	15,508.95	3.59	7	5,979.94	2.84	213	144,941.72	2.28
46	40,007.72	2.86	44	31,085.07	2.99	12	9,482.43	2.50	50	29,374.72	1.88
29	10,584.35	2.50	7	6,116.91	3.46	5	4,994.88	2.90	96	33,814.84	2.02
2,885	\$ 2,815,557.75	\$ 2.61	1,450	\$ 1,373,681.74	\$ 3.08	1,625	\$ 957,354.00	\$ 1.88	7,265	\$ 4,354,642.61	\$ 1.92

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 45—EMPLOYES AND

Railroads	Section Foremen			Other Trackmen		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College -----	1	\$ 480.00	\$ 1.55	-----	-----	-----
Atchison, Topeka & Santa Fe -----	5	8,409.92	1.91	68	\$ 26,464.20	\$ 1.55
Chicago, Anamosa & Northern -----	1	720.00	1.97	8	1,440.00	1.54
Chicago, Burlington & Quincy -----	247	160,433.78	1.78	1,855	743,413.32	1.44
Chicago Great Western -----	81	44,643.15	1.51	252	114,125.76	1.48
Mason City & Ft. Dodge -----	56	32,054.00	1.55	70	81,477.60	1.46
Wisconsin, Minnesota & Pacific -----	2	1,200.00	1.64	5	2,340.00	1.50
*Chicago, Milwaukee & St. Paul -----	297	152,564.88	1.64	1,221	581,086.96	1.39
Chicago & North-Western -----	306	187,252.32	1.96	1,939	678,374.44	1.50
Chicago, St. P., M. & Omaha -----	13	7,719.92	1.90	53	26,747.22	1.62
Chicago, Rock Island & Pacific -----	361	902,860.50	1.67	2,070	829,526.26	1.53
Colsax Northern -----	3	1,858.50	1.70	9	4,747.73	1.58
Crooked Creek -----	3	1,605.04	1.48	6	2,868.15	1.10
Davenport, R. I. & N. W. -----	8	1,626.99	1.75	16	7,508.68	1.56
Des Moines, Iowa Falls & N. -----	12	7,200.00	1.92	54	17,288.40	1.50
Des Moines Union -----	3	2,660.00	2.43	32	16,573.44	1.66
Des Moines Western -----	1	275.00	1.88	8	810.00	1.50
Dubuque & S. C. (Ill. Cent.) -----	123	78,987.12	1.76	406	223,410.45	1.50
Iowa Central -----	86	41,224.92	1.56	173	115,289.79	1.52
Albia & Centerville -----	4	2,160.00	1.45	10	5,150.97	1.84
Manchester & Oneida -----	1	600.00	1.64	8	1,320.70	1.50
Minneapolis & St. Louis -----	58	35,160.00	1.55	122	71,523.90	1.18
Muscatine, North & South -----	3	1,680.00	1.78	12	5,258.40	1.40
Newton & Northwestern -----	16	9,720.00	1.94	85	45,064.96	1.57
Tabor & Northern -----	1	850.00	1.75	4	1,650.00	1.50
Union Pacific -----	5	5,112.44	2.52	110	45,850.88	1.53
Wabash -----	11	7,113.80	1.99	58	26,121.74	1.44
Willmar & Sioux Falls (G. N.) -----	17	8,499.58	1.74	609	49,599.69	1.57
Totals -----	1,710	\$ 993,671.24	\$ 1.86	9,047	\$ 3,694,482.07	\$ 1.28

*Compensation, revenue train mileage basis.

BOARD OF RAILROAD COMMISSIONERS

25

SALARIES—IOWA—CONTINUED.

Switchmen, Flagmen and Watchmen			Telegraph Operators and Dispatchers			Employes Account of Floating Equipment			All Other Employees and Laborers		
Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
1	\$ 365.00	\$ 1.00	15	\$ 8,881.80	\$ 2.62				40	\$ 28,984.98	2.35
130	126,104.18	2.66	143	128,930.94	2.47				8	676.81	1.40
25	29,581.88	2.91	53	46,020.00	2.20				457	334,841.65	2.34
17	8,813.30	1.32	25	20,410.88	2.24				561	414,752.40	2.51
568	418,887.44	2.40	192	139,838.72	2.39				78	48,076.96	2.08
367	294,880.06	2.66	154	138,237.48	2.66				4	2,705.04	2.91
26	22,031.04	2.72	3	5,040.35	2.01				2,574	1,881,448.83	2.15
266	253,432.87	2.41	432	330,431.28	2.06				586	350,117.56	2.04
1	705.00	1.98							123	75,714.98	1.97
									507	432,533.57	1.98
									2	520.94	2.26
1	564.17	1.48	8	2,177.07	2.65				9	1,786.91	2.20
20	8,453.00	1.15	1	1,100.00	3.80				8	3,901.84	1.58
46	22,785.81	1.41	100	74,880.16	2.16				605	306,561.12	1.86
8	3,700.80	1.47	29	22,141.02	1.71				103	70,410.49	1.97
			2	305.00	1.69				1	300.00	.82
1	400.00	1.31							70	50,503.07	1.87
8	7,207.80	1.78	13	10,477.24	1.80				1	1,020.00	2.79
4	1,958.80	1.58	1	790.00	2.18				15	8,167.20	1.92
8	3,840.00	1.42	2	1,260.00	1.86				202	126,972.34	1.73
6	5,302.94	1.95	1	844.65	2.92				40	25,593.28	2.04
15	7,739.40	1.68	12	9,680.17	2.27				64	36,220.39	2.11
			12	11,912.52	2.98				6,043	\$ 4,187,302.88	\$ 2.21
1,498	\$ 1,195,839.15	\$ 2.55	1,264	\$ 952,627.16	\$ 2.41						

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 47—BRIDGES, TRESTLES, HIGHWAYS, RAIL

Railroads	Bridges							
	Stone Number	Steel or Iron Aggregate length	Wooden Number	Aggregate length	C'mb'n Number	Aggregate length	Total Number	Total aggregate length
Ames & College			2	370			2	370
Atchison, Topeka & Santa Fe	122	10	2,012				19	2,134
Chicago, Anamosa & Northern		6	600				5	600
Chicago, Burlington & Quincy	186	25,585	11	1,751	1	378	198	27,714
Chicago Great Western								
Mason City & Ft. Dodge		14	4,684	1	360		15	4,984
Wisconsin, Minnesota & Pacific								
Chicago, Milwaukee & St. Paul		900	31,890	34	3,411		394	34,741
Chicago & North-Western		455	29,744	82	4,889		537	34,673
Chicago, St. P., M. & Omaha	95	680	3	230	1	60	29	970
Chicago, Rock Island & Pacific	193	618	49,357	26	325	28	570	64,904
Colfax Northern					18	684	18	684
Crooked Creek			1	305			1	305
Davenport, R. I. & N. W.		8	2,806				8	2,806
Des Moines, Iowa Falls & N.								
Des Moines Union			1	400			1	400
Des Moines Western								
Dubuque & S. C. (Ill. Cent.)	50	540	90	13,572			140	14,112
Iowa Central			29	6,632			29	6,632
Albia & Centerville			1	222			1	222
Manchester & Oneida								
Minneapolis & St. Louis			10	2,027			10	2,027
Muscatine, North & South			1	900			1	900
Newton & Northwestern					105	11,815	105	11,815
Tabor & Northern			1	128	12	1,066	13	1,184
Union Pacific			3	1,001			3	1,001
Wabash			3	246	17	1,751	20	1,997
Willmar & Sioux Falls (G. N.)			1	36	1	100	2	136
Totals	35	1,585	1,641	171,899	310	35,529	33	305,358

*Including 21 highway crossings above grade.

WAY, FARM CROSSINGS AND CATTLE-GUARDS—IOWA.

Trestles		Highway Crossings					Farm Crossings			Over-head Railroad Crossings		
Number	Aggregate length	Over-head				At grade	Over-head	Below grade	Number of cattle-guards	Bridges	Conduits	Trestles
		Bridges	Conduits	Trestles	At grade							
16	1,210	1			18	8	12	6	17	1		
30	2,904				16	2	37		14			
1,119	89,956	51		24	1,692	112	1,904	19	160	2,489	4	4
				18	501	4	592		8	1,000		1
266	23,170			28	378	15	280	5	26		2	
8	1,626				36		18		4			
2,110	159,264	1		54	2,190	*132	2,364	20	194	8,312	5	9
2,347	155,246	15		20	1,839	59	2,074	7	268	2,808	19	4
111	7,106	2			104	1	61		5	184		
856	58,597	9		35	2,267	65	2,640	5	181	8,658	6	14
1	300				11		18		20			
16	1,175				18		26		26			
27	2,224				52		121		35			
31	5,910		2							1		
2	150	1		38								
2	110											
844	71,654	1		21	889	20	830	23	154	1,279	6	1
412	32,508			8	558	31	576		84	840	3	2
14	2,083				28	2	58			65		
5					5				5	15		
142	18,908	2		4	282	5	348	1	16	480	3	
28	5,167											
2	1,836	1								1		
		1			8		12		8	20		
8	239											
379	31,591	1			375	7	260		7	376	1	
104	15,189	1										
8,879	686,568	87		208	11,285	*458	12,220	79	1,080	16,528	52	35

TABLE No. 48—STATIONS—

Railroads	Stations			
	On Road Owned		On Road Operated	
	Entire line	Iowa	Entire line	Iowa
Ames & College -----	2	2	2	2
Atchison, Topeka & Santa Fe -----	1,447	6	1,433	6
Chicago, Anamosa & Northern -----	4	4	4	4
Chicago, Burlington & Quincy -----	1,384	242	1,334	242
Chicago Great Western -----	173	85	210	86
Mason City & Ft. Dodge -----	65	61	66	61
Wisconsin, Minnesota & Pacific -----	53	3	53	3
Chicago, Milwaukee & St. Paul -----	1,072	304	1,072	304
Chicago & North-Western -----	1,075	256	1,097	256
Chicago, St. P., M. & Omaha -----	355	17	374	23
Chicago, Rock Island & Pacific -----	685	287	950	321
Colfax Northern -----	3	3	5	5
Crooked Creek -----	5	5	5	5
Davenport, R. I. & N. W. -----	13	9	13	9
Des Moines, Iowa Falls & N. -----	12	12	12	12
Des Moines Union -----	2	2	2	2
Des Moines Western -----	1	1	1	1
Dubuque & S. C. (Ill. Cent.) -----	129	120	129	120
Iowa Central -----	96	76	104	80
Albia & Centerville -----	3	3	3	3
Manchester & Oneida -----	1	1	1	1
Minneapolis & St. Louis -----	94	80	122	54
Muscatine, North & South -----	4	4	4	4
Newton & Northwestern -----	20	20	21	21
Tabor & Northern -----	1	1	1	1
Union Pacific -----	633	8	633	8
Wabash -----	511	37	690	55
Willmar & Sioux Falls (G. N.) -----	58	14	75	14
Totals -----	7,846	1,608	8,416	1,698

*Entire line, tons, 20,505; weight per yard, 75; average price per ton, \$37.96; ties, number, 919,605; average price per tie, 49c.

†Telephone.

RENEWALS OF RAILS AND TIES.

Number of telegraph stations in Iowa	New Rails Laid During Year in Iowa						New Ties Laid During Year in Iowa			
	Iron			Steel						
	Tons	Weight per yard—pounds	Average price per ton at distributing points	Tons	Weight per yard—pounds	Average price per ton at distributing point				
2				141	85	\$ 29.87	17,637	\$.6000		
4										
202				4,576	85	28.67	286,647	.5600		
75				188	75	28.00	67,275	.6850		
48							20,843	.6900		
1							6,470	.6200		
257				*	*	*	*	*		
252				6,168	90-72-60	28.06	302,646	.5875		
19				116	80	29.20	13,039	.4400		
290				5,148	80-70-60	28.00	291,080	.5200		
2							2,849	.4480		
8				3	65	33.50	2,728	.4801		
12				3	70	29.28				
2				182	75	31.20	9,387	.6500		
1				17	75	32.25	7,557	.7200		
119				2,644	85	28.00	498	.6900		
76				404	80-70	27.21	85,915	.3800		
3							78,148	.6160		
1							2,482	.5480		
53				8,457	70	27.89	3,310	.3810		
3							58,048	.6360		
†18							5,846	.6100		
1							5,824	.8100		
1				580	90	29.87	2,950	.5500		
37							15,288	.7697		
14							56,773	.5000		
							14,707	.5208		
1,501				28,477		29.36	1,347,447	.5849		

THIRTIETH ANNUAL REPORT OF THE

TABLE NO. 49—DESCRIPTION

Railroads	Locomotives					Cars in Passenger Service						
	Passenger	Freight	Switching	Leased	Total	First-class passenger cars	Second-class	Combination	Emigrant	Dining	Parlor	Sleeping
Ames & College			2		2	8						
Atchison, Topeka & Santa Fe	557	868	142		1,507	303	96	94		25	8	
Chicago, Anamosa & Northern				1	1			1				
Chicago, Burlington & Quincy	351	922	802		1,575	*638	298		28	7		
Chicago Great Western	93	141	26		260	66	18	11	4	7		
Mason City & Ft Dodge	6	21			27	4	3					
Wisconsin, Minnesota & Pacific	12	2			14	6	5					
Chicago, Milwaukee & St. Paul	208	639	180		1,017	818	191		18	24	97	
Chicago & North-Western	309	842	371		1,422	705	48	157	18	43		
Chicago, St. P. M. & Omaha	65	294	48		387	90	35	54	2	33		
Chicago, Rock Island & Pacific	391	717	211		†1,819	228	256	183	32	2		
Colfax Northern					3			1				
Crooked Creek					2							
Davenport, R. I. & N. W.					7							
Des Moines, Iowa Falls & N.	4	8	5		7	3		4				
Des Moines Union					5							
Des Moines Western												
Dubuque & S. C. (Ill. Cent.)	17	30	8		55	28						
Iowa Central	19	64	8		84	14	18	8				
Albia & Centerville												
Manchester & Oneida	1				1			1				
Minneapolis & St. Louis	30	51	16		97		35	38	10			
Muscatine, North & South		8	1		4		1	1				
Newton & Northwestern		3	1	4	8	1		1				
Tabor & Northern	1			1	3	1						
Union Pacific	145	403	110	72	730	154		33	33			
Wabash	129	334	121	50	584	125	43	63	11	7		
Willmar & Sioux Falls (G. N.)	4	10	2		16	8		4				
Totals	2,835	5,274	1,458	128	9,195	2,788	744	807	10	164	130	97

*Including second class passenger cars.

†Including 248 leased locomotives.

‡Not including 38 locomotives leased to W. & L. E.

OF EQUIPMENT—ENTIRE LINE.

Baggage, express postals	Cars in Passenger Service				Cars in Freight Service								Equipped With	
	Other cars	Total	Train brake	Auto- matic c'd'r	Box	Flat	Stock	Coal	Tank	Refrigerator	Other	Total	Train brake	Auto- matic cou- pler
355	2	971	971	971	20,263	2,879	3,550	7,954	1,372	6,042	1,000	43,050	43,050	43,050
		1	1	1	1	1	1					3	3	3
227	28	1,156	1,141	1,141	24,639	2,729	6,663	11,161	1	1,551	98	46,840	40,434	48,000
31	9	145	145	145	6,243	126	584	125		286		7,314	7,045	7,314
8		15	15	15	777	483	184	307				1,750	1,750	1,750
3		14	14	14	583	83	94	9				769	686	769
420	6	1,074	1,072	1,074	27,931	5,413	3,660	2,513		1,898	2,698	44,101	43,797	44,101
289		1,253	1,253	1,253	31,512	4,888	5,075	9,594		1,898	4,556	57,413	53,994	57,413
58		272	272	272	8,245	1,569	393	1,386		207	8	11,798	10,750	11,798
146	24	871	871	871	25,372	2,060	4,306	5,519		1,707		38,934	33,937	38,934
	3	4	4	4	1							1	1	1
					1	2						35	25	35
					20	35						125	125	125
		7	7	7	10	27						6	118	118
17		45	45	45	187	24	24	14				199	199	199
11		46	46	46	1,807		257	844				2,968	2,968	2,968
		1	2	1	1									
22	2	93	93	93	3,428	943	806	73		4	24	4,078	3,006	4,078
		2	2	2	2	2						2	1	2
		2	2	2								46	46	46
1		2	2	2	2									
183	16	362	362	362	9,888	458	2,316	2,426		280		15,318	15,318	15,318
120	64	433	433	433	11,429	1,042	1,861	7,603		100	332	29,373	20,796	29,373
2		14	14	14	718	117	92			46		973	973	973
1,898	155	6,786	6,768	6,770	173,055	29,090	29,314	49,746	1,374	18,897	8,726	298,202	279,097	298,461

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 50—DESCRIPTION OF

Railroads	Cars in Company's Service						Equipped with Train brake	Automatic couplers
	Gravel	Derrick	Caboose	Other road cars	Total			
Ames & College								
Atchison, Topeka & Santa Fe	2,328	18	598	145	3,064	3,064	3,064	3,064
Chicago, Anamosa & Northern								
Chicago, Burlington & Quincy	500	29	599	1,783	3,911	1,946	2,569	
Chicago Great Western	104	6	118	186	388	289	363	
Mason City & Ft Dodge	100	1	19	38	156	149	156	
Wisconsin, Minnesota & Pacific		1	9	5	15	6	15	
Chicago, Milwaukee & St. Paul		16	526	291	709	167	709	
Chicago & North-Western	456	27	717	89	1,282	681	1,282	
Chicago, St. P., M. & Omaha	154	9	143	114	420	166	420	
Chicago, Rock Island & Pacific	1,786	24	587	481	3,878	2,180	3,878	
Colfax Northern			1		1		1	
Crooked Creek			1		1		1	
Davenport, R. I. & N. W.			2		2		2	
Des Moines, Iowa Falls & N.			5		5	5	5	
Des Moines Union								
Des Moines Western								
Dubuque & S. C. (Ill. Cent.)			7		7	7	7	
Iowa Central	52	3	31	182	218	128	218	
Albia & Centerville								
Manchester & Oneida								
Minneapolis & St. Louis		2	48	157	202	22	202	
Muscatine, North & South			1		1	1	1	
Newton & Northwestern			2		2	2	2	
Tabor & Northern								
Union Pacific	608	18	262	1,211	2,094	2,086	2,092	
Wabash		13	260	260	538	415	533	
Willmar & Sioux Falls (G. N.)		1	7	4	12	12	12	
Totals	6,063	168	3,932	4,766	14,949	10,546	14,605	

†Including 2,999 cars leased to W. & L. E. and W., S. B. R. R.

‡Including 38 locomotives leased to W. & L. E. and 2,999 cars leased to W. & L. E. and W., S. B. R.R.

EQUIPMENT—ENTIRE LINE—CONTINUED.

Cars Contributed to Fast Freight Service			Cars Leased			Grand total	
Number	Equipped with		Total cars owned	Equipped with		Number of cars owned and leased	Number of cars and locomotives owned
	Train brake	Automatic couplers		Train brake	Automatic couplers		
47,105	-	-	47,106	-	-	47,106	48,072
3	-	-	3	-	-	3	3
50,907	-	-	50,907	-	-	50,907	59,493
7,868	764	764	7,829	764	764	7,829	7,817
1,921	-	-	1,921	-	-	1,921	1,943
798	-	-	798	-	-	798	818
45,937	-	-	45,937	-	-	45,937	46,954
59,048	-	-	59,948	-	-	59,948	61,370
12,490	-	-	12,410	-	-	12,410	12,927
27,744	14,939	14,939	42,083	14,939	14,939	42,083	38,817
6	-	-	6	-	-	6	9
36	-	-	36	-	-	36	38
127	-	-	127	-	-	127	134
125	-	-	125	-	-	125	132
251	-	-	251	-	-	251	306
3,232	-	-	3,232	-	-	3,232	3,310
2	-	-	2	-	-	2	3
4,372	-	-	4,372	-	-	4,372	4,400
5	-	-	5	-	-	5	9
50	117	117	167	117	117	167	54
2	-	-	2	-	-	2	3
16,836	1,438	1,438	17,774	1,438	1,438	17,774	16,994
23,888	3,661	3,661	226,000	3,661	3,661	226,000	229,060
300	-	-	940	-	-	940	1,016
302,706	20,910	20,910	328,715	20,910	20,910	328,715	311,655

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 51—MILEAGE

Railroads	Passenger Traffic			
	Number of pass- engers car- ried earning revenue	Number of pass- engers car- ried one mile	Average dis- tance carried	Total passenger revenue
Ames & College	403,460	798,851	1.98 \$	16,541.88
Atchison, Topeka & Santa Fe			63.518 00	
Chicago, Anamosa & Northern	11,990	148,006	12.33	3,844.81
Chicago, Burlington & Quincy				2,764,344.24
Chicago Great Western	1,900,376	44,796,287	84.16	937,707.09
Mason City & Ft Dodge	330,108	19,719,407	50.73	362,570.75
Wisconsin, Minnesota & Pacific	17,250	233,214	12.54	4,952.71
Chicago, Milwaukee & St Paul				2,650,325.50
Chicago & North Western	2,852,344	165,300,781	57.55	3,746,725.43
Chicago, St P., M & Omaha	403,101	14,517,918	36.01	510,213.38
Chicago, Rock Island & Pacific	3,914,620	163,749,262	41.83	9,775,254.81
Colfax Northern	123,780	622,342	5.03	8,474.81
Crooked Creek				1,035.08
Davenport, R. I & N. W.				
Des Moines Iowa Falls & N	91,347	2,211,807	21.31	55,072.34
Des Moines Union				
Des Moines Western				
Dubuque & S. C (Illi Cent.)	1,302,282	58,145,898	40.06	1,283,312.90
Iowa Central	572,000	18,161,177	31.75	405,790.72
Albia & Centerville	13,813	248,222	17.97	7,443.83
Manchester & Oneida	25,924	207,382	8.00	7,424.54
Minneapolis & St Louis	391,175	14,499,141	37.07	316,904.41
Moscatine, North & South	11,915	188,170	15.75	7,240.31
Newton & Northwestern	18,976	535,123	28.20	14,283.21
Tabor & Northern	14,010	150,607	10.75	5,150.78
Union Pacific	216,372	475,971	2.19	8,938.51
Wabash	157,515	11,078,841	70.34	272,060.21
Willmar & Sioux Falls (G. N.)	64,289	2,501,062	38.00	65,510.81
Totals	12,205,567	518,211,467	42.47 \$	17,134,138.96

TRAFFIC—IOWA.

Passenger Traffic									
Average amount received from each passenger	Average receipts per passenger per mile	Total passenger earnings	Passenger earnings per mile of road	Passenger earnings per train-mile	Highest rate of fare per mile	Lowest rate of fare per mile	Expense of Running Passenger Trains	Amount	Per train mile
\$.041	\$.02071	\$ 16,541.86	\$ 8,354.47	\$.73929	.0268	.03	.02071		
		87,615.49	4,411.66	.96305	.03	.005	.01894		
.32043	.02597	5,976.78	304.88	.23792	.03	.01	.02597		
		3,723,525.10							
.71614	.02096	1,102,733.59	2,801.96	1.05826			.02096		
1.18924	.01991	441,689.20	1,247.14	.52618			.01998		
.2871	.02218	7,244.59	321.98	.30022			.02218		
		3,450,573.69	1,844.11	1.00666	.03	.01	.02202		
1.31363	.02267	4,610,680.73	2,929.59	1.05908	.03	.015	.02267		
.76937	.02137	873,854.73	8,658.91	1.87301			.02187		
.96447	.02308	4,599,785.57	2,185.19	1.03218					
.06847	.01363	8,569.96	659.28	.58858	.03	.01	.01362		
		2,043.41	116.08		.04				
		3,917.68	110.92						
.8029	.02489	61,597.38	820.64	.66756					
1.01668	.02207	1,573,388.27	2,200.66	.97899	.03		.02207		
.70916	.02534	495,731.02	1,090.69	.69791			.02534		
.5389	.02999	9,175.83	376.06	.29060			.02999		
.28639	.03579	8,329.15	1,041.14	.30380					
.81029	.02186	398,483.96	1,079.96	.96673			.02186		
.80613	.03847	8,241.31	287.45	.19464					
.75295	.02670	20,084.86	188.41	.30887	.035	.0175	.0267		
.38785	.03608	6,928.50	644.06	.46434	.04	.039	.038		
.04084	.01856	17,360.22	7,057.00	1.89582	.03		.01856		
1.7272	.02456	360,889.16	1,727.57	1.58564	.03	.02	.01866		.01653
1.02	.02619	79,548.11	1,008.68	.7563			.02619		
.95415	.02247	\$21,473,960.15	\$ 2,089.97	\$ 1.05475	.0317	.0157	.02207		

TABLE No. 52—MILEAGE

Railroads	Freight Traffic			
	Number of tons carried earning revenue	Number of tons carried one mile	Average distance haul of one ton miles	Total freight revenue
Ames & College	7,742	15,329	1.98	3,870.67
Atchison, Topeka & Santa Fe				259,585.87
Chicago, Anamosa & Northern	11,371	144,518	12.71	10,728.74
Chicago, Burlington & Quincy				6,851,147.72
Chicago Great Western	2,712,304	426,629,950	157.30	2,743,228.65
Mason City & Ft Dodge	904,144	138,759,144	147.94	1,302,814.06
Wisconsin, Minnesota & Pacific	346,257	2,684,354	7.74	43,547.96
Chicago, Milwaukee & St Paul				10,824,198.49
Chicago & North Western	6,547,856	1,461,458,570	224.00	11,074,589.15
Cicago, St. P. M & Omaha	963,125	53,403,806	54.32	619,390.40
Chicago, Rock Island & Pacific	6,123,004	1,039,670,735	169.79	8,743,839.89
Colfax Northern	315,560	2,948,870	9.53	46,852.43
Crooked Creek	33,828			25,604.03
Davenport, R I & N W				
Des Moines, Iowa Falls & N	301,534	7,230,572	23.98	154,513.86
Des Moines Union				
Des Moines Western				
Dubuque & S C (Illi Cent.)	2,703,653	508,645,120	188.13	2,905,647.20
Iowa Central	1,994,543	286,567,498	143.68	1,674,729.49
Albia & Centerville	53,371	1,805,557	24.46	13,385.45
Manchester & Oneida	14,367	114,936	8.00	11,311.18
Minneapolis & St Louis	837,174	50,926,426	60.13	833,892.52
Muscatine, North & South	112,110	3,058,288	27.28	58,518.65
Newton & Northwestern	243,190	8,838,252	26.34	160,225.01
Tabor & Northern	14,721	158,250	10.75	15,807.88
Union Pacific	2,167,361	4,830,701	2.23	64,770.70
Wabash	406,218	10,660,445	245.30	786,480.40
Willmar & Sioux Falls (G. N.)	513,064	35,317,349	68.80	350,588.67
Totals	27,366,496	4,127,378,573	151.01	\$49,587,419.31

TRAFFIC IOWA—CONTINUED.

TABLE No. 53—MILEAGE

Railroads	Passenger and Freight Traffic		
	Passenger and freight revenue	Miles	Passenger and Freight Revenue Per Mile of Road
			Per mile of road
Ames & College	\$ 20,412.73	1.98	\$ 10,309.46
Atchison, Topeka & Santa Fe	323,108.87	19.86	16,359.08
Chicago, Anamosa & Northern	14,573.55	19.60	748.55
Chicago, Burlington & Quincy	9,615,491.96	1,365.66	7,040.96
Chicago Great Western	8,680,936.34	381.31	9,653.39
Mason City & Ft Dodge	1,695,393.81	353.36	4,797.92
Wisconsin, Minnesota & Pacific	48,502.72	22.50	2,155.87
Chicago, Milwaukee & St. Paul	18,483,512.05	1,871.18	7,206.08
Chicago & North-Western	14,821,474.84	1,577.60	9,394.95
Chicago, St. P., M. & Omaha	929,603.78	102.04	9,110.19
Chicago, Rock Island & Pacific	12,518,594.75	8,104.98	5,947.18
Colfax Northern	55,127.28	13.00	4,240.56
Crooked Creek	26,639.11	17.61	1,513.73
Davenport, R. I. & N. W.		35.23	
Des Moines, Iowa Falls & N.	209,586.20	75.06	2,805.57
Des Moines Union			
Des Moines Western			
Dubuque & S. C. (Illi. Cent.)	4,188,890.16	714.94	5,850.28
Iowa Central	2,080,520.21	454.43	4,578.81
Albia & Centerville	20,829.28	24.40	858.66
Manchester & Oneida	18,785.67	8.00	2,341.96
Minneapolis & St. Louis	1,150,856.93	368.98	3,119.02
Muscatine, North & South	59,754.04	28.67	2,064.20
Newton & Northwestern	183,513.10	106.60	1,721.51
Tabor & Northern	21,241.66	8.79	1,975.97
Union Pacific	78,615.33	2.46	29,924.93
Wabash	1,058,549.61	208.40	5,067.26
Willmar & Sioux Falls (G. N.)	422,099.48	79.26	5,395.50
Totals	\$ 66,721,558.26	9,960.84	\$ 6,722.16

*Revenue train mileage basis.

†Proportional.

‡Deficit.

TRAFFIC—IOWA—CONTINUED.

Passenger and Freight Traffic

Passenger and Freight Earnings		Gross Earnings From Operation		Expense		Expense of Running and Management of all Trains	
Amount	Per mile of road	Amount	Per mile of road	Amount	Per mile of road	Total	Per tr'n mile
\$ 20,412.73	\$10,809.46	\$ 20,429.99	\$ 10,818.18	\$ 8,775.74	\$ 4,432.19	\$ 5,885.98	-----
347,582.26	17,499.11	351,276.59	17,687.64	277,768.91	13,986.35	3,701.39	-----
16,705.52	852.83	16,797.17	856.99	12,843.67	655.28	201.71	\$ 12,843.67
10,574,672.89	7,743.32	10,733,268.83	7,859.45	7,405,170.05	5,422.45	2,487.00	-----
3,845,969.24	10,086.18	3,896,402.10	10,218.46	8,071,063.59	8,053.98	2,164.48	-----
1,744,508.26	4,936.90	1,797,856.46	5,087.88	1,044,658.86	2,959.19	2,128.69	-----
50,794.55	2,257.58	54,556.69	2,424.69	39,298.08	1,746.36	678.33	-----
14,274,760.18	7,028.95	14,295,804.74	7,640.20	*10,976,974.26	*5,866.48	*1,773.72	-----
15,729,449.84	9,970.49	15,696,796.38	9,949.78	9,358,036.72	5,989.82	4,017.96	19,858,036.72 +1.12
994,754.30	9,748.67	992,924.00	9,790.73	+602,542.31	+5,904.96	3,826.77	-----
18,843,126.46	6,338.84	18,674,792.90	6,496.40	9,807,844.18	4,650.11	1,827.39	-----
55,229.39	4,247.88	55,398.62	4,268.74	38,690.84	2,976.22	1,277.52	-----
27,819.30	1,579.74	28,954.86	1,644.23	20,555.58	1,167.26	476.96	-----
3,917.68	110.99	47,148.00	1,834.74	37,119.09	1,058.94	280.80	-----
216,111.24	8,879.17	251,453.09	2,950.07	140,289.14	1,869.08	1,081.04	-----
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4,488,880.88	6,278.61	4,942,811.29	6,912.76	3,984,818.88	5,508.69	1,409.07	-----
2,170,460.51	4,776.28	2,230,419.86	4,905.97	1,516,896.53	3,857.89	1,568.08	-----
22,561.28	994.64	28,672.06	929.18	31,632.89	1,296.48	1,367.25	-----
19,640.28	2,456.08	19,640.28	3,456.08	15,827.74	1,978.46	476.56	-----
1,232,376.48	8,839.95	1,274,784.54	3,454.89	705,881.86	1,913.06	1,541.83	-----
60,754.96	2,119.11	61,668.96	2,150.99	61,138.71	2,182.49	18.49	-----
189,309.87	1,775.89	189,516.00	1,777.82	144,988.50	1,860.12	454.69	-----
22,736.38	2,115.01	28,900.97	2,130.89	16,090.28	1,496.77	688.55	-----
88,187.01	33,889.08	259,177.18	106,856.58	361,253.08	146,850.85	41,494.27	361,253.08 17.86
1,149,810.39	5,504.19	1,161,810.39	5,561.56	915,560.56	4,382.77	1,178.79	-----
436,984.48	5,513.30	480,681.08	5,811.65	389,885.51	4,288.28	1,528.42	-----
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\$71,121,845.74	\$ 7,140.06	\$72,528,159.89	\$ 7,261.83	\$50,885,084.39	\$ 5,108.51	\$ 2,172.82	\$ 9,732,133.47

TABLE No. 54—MILEAGE

Railroads	Miles Run			
	By Trains Earning Revenue			
	Passenger trains	Freight trains	Mixed trains	Total
Ames & College -----	18,972	4,268	6,986	25,226
Atchison, Topeka & Santa Fe-----	83,660	90,399	7,817	181,376
Chicago, Anamosa & Northern-----			25,121	25,121
Chicago, Burlington & Quincy-----				
Chicago Great Western-----	1,012,028	1,429,962		2,471,990
Mason City & Ft Dodge-----	839,415	587,809		1,376,724
Wisconsin, Minnesota & Pacific-----	23,788	18,987	343	43,068
Chicago, Milwaukee & St. Paul-----	8,093,292	5,123,264	884,439	8,550,995
Chicago & North-Western-----	4,166,286	4,998,812	187,172	9,346,770
Chicago, St. P., M. & Omaha-----	260,917	285,228	11,007	507,152
Chicago, Rock Island & Pacific-----	4,155,034	8,985,886	801,342	8,442,262
Colfax Northern -----	5,250	14,293	10,662	30,205
Crooked Creek -----				
Davenport, R. I. & N. W.-----				
Des Moines, Iowa Falls & N.-----	93,675	54,750		148,425
Des Moines Union-----				
Des Moines Western-----				
Dubuque & S. C. (Illi. Cent.)-----	1,594,017	1,822,818	18,084	3,429,419
Iowa Central -----	512,726	843,478	197,577	1,553,781
Albia & Centerville-----			81,575	81,575
Manchester & Oneida -----			27,484	27,484
Minneapolis & St. Louis -----	395,285	299,996	16,963	712,194
Muscatine, North & South-----			42,840	42,840
Newton & Northwestern-----	65,026	72,010		137,036
Tabor & Northern-----			14,921	14,921
Union Pacific -----	9,160	11,068		20,228
Wabash -----	223,330	273,677	4,269	500,276
Willmar & Sioux Falls (G. N.)-----	105,194	215,267		320,461
Totals -----	16,682,005	20,029,422	1,282,552	37,943,979

*Including miles run by switching trains.

TRAFFIC—IOWA—CONTINUED.

Miles Run		Grand total train milesage	Average Number of Freight Cars in Train			Mileage of Freight Cars			
By Other Trains		Grand total train milesage	All	Loaded	Empty	Loaded, north or east	Loaded, south or west	Empty, north or east	Empty, south or west
Switching	Construction and others								
101,490	27,993	25,226	33	26	7	1,024,521	1,542,972	491,932	230,989
		310,870	2	1	1	0,755	4,924	11,845	18,289
		25,121							
384,346	85,831	2,891,667	26	19	7	14,551,382	12,407,117	3,203,941	6,446,133
56,315	8,250	1,441,296	23	17	6	4,891,740	4,013,218	1,435,973	2,053,070
2,858	1,620	47,546	11	8	3	70,896	78,136	36,970	31,806
		8,550,995							
1,209,468	570,533	11,222,771	28	19	9	50,733,697	50,129,413	21,523,487	20,902,948
107,693	9,848	624,193				1,609,323	1,758,639	1,009,011	469,638
1,176,462	346,687	9,965,401	23	17	6	31,015,092	38,704,943	14,251,817	12,085,109
		30,205	8	4	4	1,01,771	3,016	210	99,306
88,068	17,220	56,908							
		9,500	158,015			18,477	179,284	91,465	100,108
450,502	40,729	3,020,650	24	18	6	11,389,173	17,100,727	6,881,347	4,927,059
	15,881	1,574,662	19	14	5	346,167	6,124,300	1,256,263	3,619,211
		31,575	3	2	1	49,277	28,070	5,204	21,738
		27,434							
	16,732	728,376	16	12	3	1,320,114	1,076,688	481,015	446,623
		42,340	4	3	1	88,784	58,117	14,412	28,884
		137,008				413,962	250,704	106,341	250,154
		14,921							
315,948	4,441	840,617	44	33	11	1,116,840	213,188	69,953	40,311
	112,714	643,990	27	20	7	3,057,350	2,458,503	68,657	1,296,318
	10,975	830,836	12	10	2	1,130,956	1,105,450	923,318	174,580
3,083,160	1,964,500	43,141,629	19	14	5	127,757,255	138,393,447	51,883,505	53,299,158

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 55—MILEAGE

Railroads	Passenger	
	Number of passengers carried earning revenue	Number of passengers carried one mile
Ames & College -----	406,460	798,851
Atchison, Topeka & Santa Fe -----	8,082,613	806,927,725
Chicago, Anamosa & Northern -----	11,999	148,006
Chicago, Burlington & Quincy -----	16,468,896	892,747,607
Chicago Great Western -----	1,088,722	97,501,157
Mason City & Ft. Dodge -----	859,261	20,885,453
Wisconsin, Minnesota & Pacific -----	259,421	6,972,168
Chicago, Milwaukee & St. Paul -----	12,246,478	549,597,987
Chicago & North-Western -----	25,574,510	805,562,737
Chicago, St. P., M. & Omaha -----	3,182,835	165,581,649
Chicago, Rock Island & Pacific -----	14,953,636	676,897,696
Colfax Northern -----	123,780	622,342
Crooked Creek -----		
Davenport, R. I. & N. W. -----		
Des Moines, Iowa Falls & N. -----	91,847	2,211,807
Des Moines Union -----		
Des Moines Western -----		
Dubuque & S. C. (Illi. Cent.) -----	1,295,889	59,968,322
Iowa Central -----	737,438	22,640,824
Albia & Centerville -----	13,818	248,228
Manchester & Oneida -----	25,924	207,392
Minneapolis & St. Louis -----	1,114,607	51,064,856
Muscatine, North & South -----	11,945	188,170
Newton & Northwestern -----	18,976	585,128
Tabor & Northern -----	14,010	150,807
Union Pacific -----	8,078,538	413,527,715
Wabash -----	5,250,493	389,294,716
Willmar & Sioux Falls (Gr. N.) -----	344,699	18,886,876
Totals -----	94,752,279	4,957,587,508

TRAFFIC—ENTIRE LINE.

Passenger						
Average distance carried—miles	Total passenger revenue	Average amount received from each passenger	Average receipts per passenger per mile	Total passenger earnings	Passenger earnings per mile of road	Passenger earnings per train mile
1.98	\$ 16,541.86	\$.041	.02071	\$ 16,541.86	\$ 8,354.47	\$.78929
100.00	17,348,913.26	2.14645	.02150	22,419,918.00	3,245.02	1.46667
12.33	8,844.81	.32042	.02597	5,976.78	304.88	.23792
54.21	18,478,176.52	1.08335	.02069	23,348,932.72	2,634.31	1.39626
89.55	1,990,829.50	1.82813	.02041	2,451,563.07	2,995.70	.99972
53.94	416,356.42	1.15895	.01998	469,680.46	1,216.00	.53192
26.88	155,012.16	.59753	.02223	193,063.50	712.41	.77866
44.88	12,102,196.22	.98829	.02202	16,228,790.26	2,231.19	1.19461
31.50	16,111,788.70	.62099	.02	19,306,364.23	2,556.91	1.10559
52.01	8,760,734.35	1.18157	.02271	4,390,827.31	2,574.98	1.15279
45.27	15,105,174.26	1.01013	.02232	17,881,814.87	2,564.34	1.13211
5.08	8,474.86	.06847	.01862	8,569.96	659.23	.53868
	1,035.08			2,048.41	116.03	
				5,441.24	111.00	
24.31	55,072.84	.6029	.09489	61,597.38	820.64	.66756
46.31	1,320,291.81	1.01922	.02201	1,624,152.90	2,137.38	.96631
31.45	507,915.56	.6876	.02243	614,572.53	1,100.54	.72008
17.97	7,443.83	.5389	.02099	9,175.83	376.06	.2906
8.00	7,424.54	.28639	.03579	8,329.15	1,041.14	.3036
45.81	984,214.91	.88302	.01927	1,185,085.27	1,366.72	1.04362
15.75	7,240.39	.60613	.08847	8,241.31	287.45	.19464
28.20	14,288.09	.75295	.02670	20,084.86	188.41	.30387
10.75	5,433.78	.38785	.08608	6,928.50	644.06	.46434
131.33	8,127,812.74	2.64015	.01965	11,190,822.00	3,723.67	1.62318
70.34	6,891,288.83	1.3125	.01866	8,597,253.39	3,417.30	1.13321
88.70	346,901.13	1.00485	.02596	419,327.21	960.10	.7052
52.32	\$ 108,773,205.42	1.00519	.02093	\$ 30,474,898.00	\$ 2,682.06	1.33733

TABLE No. 58—MILEAGE TRAFFIC

Railroads	Freight Traffic				Total freight revenue
	Number of tons of freight carried	Number of tons carried one mile	Average distance haul of one ton		
Ames & College	7,742	15,289	1.98	\$ 3,870.87	
Atchison, Topeka & Santa Fe	14,150,689	5,572,760,719	401.00	\$ 6,845,504.50	
Chicago, Anamosa & Northern	11,371	144,518	12.71	10,726.74	
Chicago, Burlington & Quincy	35,077,910	7,114,343,286	283.71	\$ 5,018,683.54	
Chicago Great Western	8,587,838	964,360,406	271.30	\$ 323,698.50	
Mason City & Ft Dodge	1,028,080	147,858,597	144.00	1,427,587.49	
Wisconsin, Minnesota & Pacific	621,689	28,745,883	56.10	497,730.76	
Chicago, Milwaukee & St. Paul	28,596,041	5,155,042,231	180.39	44,115,059.16	
Chicago & North-Western	37,979,539	5,489,771,507	144.00	49,083,346.90	
Chicago, St. P., M. & Omaha	7,352,604	1,066,924,828	213.04	9,428,218.04	
Chicago, Rock Island & Pacific	16,159,268	3,835,008,243	237.33	26,531,044.91	
Colfax Northern	845,660	2,048,870	8.58	46,652.43	
Crooked Creek	33,898	—	—	26,604.00	
Davenport, R. I. & N. W.	—	—	—	—	
Des Moines, Iowa Falls & N.	301,534	7,230,875	23.98	154,513.86	
Des Moines Union	—	—	—	—	
Des Moines Western	—	—	—	—	
Dubuque & S. C. (Illi. Cent.)	2,713,744	519,527,928	141.44	\$ 3,678,919.43	
Iowa Central	8,381,964	309,374,429	160.97	\$ 3,608,397.42	
Albia & Centerville	58,271	1,306,557	24.26	13,385.45	
Manchester & Oneida	14,987	114,436	8.00	11,311.13	
Minneapolis & St. Louis	3,452,860	238,861,401	97.38	2,681,360.70	
Muscatine, North & South	112,110	3,068,368	27.25	59,513.65	
Newton & Northwestern	243,199	8,838,252	36.34	160,226.01	
Tabor & Northern	14,721	158,240	10.75	15,807.85	
Union Pacific	8,630,696	2,446,856,577	390.38	\$ 3,059,586.25	
Wabash	18,540,584	3,328,314,421	245.36	18,465,296.89	
Willmar & Sioux Falls (G.N.)	945,796	145,704,308	154.00	1,590,733.70	
Totals	100,061,857	37,510,403,987	236.92	\$18,754,496.22	

—ENTIRE LINE—CONTINUED.

Freight Traffic								
Average amount received for each ton of freight	Average receipts per ton per mile	Total freight earnings	Freight earnings per mile of road	Freight earnings per train mile	Average cost per ton per mile to move freight	Average number of tons of freight in train	Average number of tons of freight in each loaded car	Average number of tons of freight in each car L. C. L.
\$.50	\$.25258	\$ 3,870.87	\$ 1,954.96	\$.34396				
3.73187	.00932	52,991,908.85	7,089.95	3.02678		394.00	16.00	
.94352	.07424	10,728.74	547.38	.4231		9.00	9.00	
2.23378	.00787	56,065,793.65	6,835.54	3.10207		394.06	17.55	
1.78091	.00656	6,383,698.69	7,739.50	2.02011		308.00	15.00	
1.3954	.0099	1,427,587.49	8,696.02	2.5451		268.00	16.00	
.95409	.01731	497,730.76	1,886.72	3.07227		176.71	17.08	
1.5427	.00856	44,141,585.62	6,068.75	2.38592		278.68	14.73	
1.30612	.00904	49,348,680.27	6,535.69	2.46677		271.36	16.00	
1.28162	.00884	9,447,898.40	5,540.67	2.10951				
2.28074	.00953	36,531,944.91	5,288.92	2.53316		265.92	15.08	
.13501	.01582	46,652.43	3,588.65	1.86946		118.17	28.14	2.30
.7569	-----	25,775.89	1,463.70	-----				
.51243	.02187	154,513.86	2,068.54	2.82217				
-----	-----	-----	-----	-----				
1.35566	.00703	3,689,428.63	4,855.28	1.92787		271.47	15.42	
1.05305	.00628	2,508,327.42	4,491.75	1.8111		288.36	15.02	
.2508	.01025	18,385.45	548.58	.42393		41.35	16.88	
.7873	.09841	11,311.13	1,418.89	.4123				
1.09815	.0123	2,681,350.79	8,092.32	2.88605		257.10	14.78	
.46841	.01717	53,513.65	1,831.65	1.24028		72.23	20.81	1.00
.69588	.01914	169,225.01	1,587.47	2.235				
1.07388	.09989	15,807.88	1,470.50	1.05043				
3.74872	.00950	33,059,596.25	11,000.36	3.60839		375.70	16.13	
1.36837	.00656	18,835,290.13	7,486.77	2.04081		359.89	18.07	6.00
1.68202	.01091	1,593,006.22	3,647.57	3.09734		283.35	19.49	
1.31761	.00844	\$ 319,657,517.99	\$ 6,579.63	2.84347		242.13	16.73	

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 57—MILEAGE TRAFFIC

Railroads	Passenger and Freight Traffic		
	Passenger and Freight Revenue		
	Amount	Miles	Per mile
Ames & College	\$ 20,412.73	1.98	\$ 10,309.46
Atchison, Topeka & Santa Fe	70,194,417.75	6,909.08	10,150.81
Chicago, Anamosa & Northern	14,573.55	19.60	856.90
Chicago, Burlington & Quincy	74,496,860.06	8,863.40	8,405.00
Chicago Great Western	8,324,028.19	818.36	10,234.12
Mason City & Ft Dodge	1,813,948.91	386.25	4,773.96
Wisconsin, Minnesota & Pacific	652,742.92	271.00	2,408.65
Chicago, Milwaukee & St. Paul	56,217,256.38	7,273.59	7,728.96
Chicago & North-Western	65,195,034.90	7,550.34	8,684.37
Chicago, St. P., M. & Omaha	13,183,947.89	1,641.61	8,080.49
Chicago, Rock Island & Pacific	51,637,119.16	6,937.18	7,405.10
Colfax Northern	55,127.28	18.00	4,240.56
Crooked Creek	26,639.11	17.61	1,512.73
Davenport, R. I. & N. W.	5,441.24	49.02	111.00
Des Moines, Iowa Falls & N.	209,586.20	75.06	2,805.57
Des Moines Union			
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)	4,999,210.74	759.88	6,578.96
Iowa Central	3,016,242.98	558.43	5,401.29
Albia & Centerville	20,829.28	24.40	853.66
Manchester & Oneida	18,785.67	8.00	2,341.96
Minneapolis & St. Louis	8,665,565.70	867.10	4,227.39
Muscatine, North & South	59,754.04	28.67	2,084.20
Newton & Northwestern	183,518.10	106.60	1,721.51
Tabor & Northern	21,241.66	8.79	1,975.97
Union Pacific	41,187,408.99	8,005.32	13,704.83
Wabash	25,856,575.12	8,015.90	10,078.93
Willmar & Sioux Falls (G N.)	1,936,934.83	486.78	4,485.09
Totals	\$ 422,537,700.64	48,647.15	\$ 8,685.76

*Deficit.

—ENTIRE LINE—CONTINUED.

Passenger and Freight Traffic

Passenger and Freight Earnings		Gross Earnings from Operation		Expenses		Net Earnings from Operation	
Amount	Per mile	Amount	Per mile	Amount	Per mile	Amount	Per mile
20,412.73	\$10,309.46	20,429.99	\$10,318.18	8,775.74	\$4,482.19	11,654.25	\$5,885.98
75,411,826.85	10,914.97	76,639,887.70	11,092.64	47,161,986.95	6,826.14	29,477,880.75	4,266.50
16,705.58	856.99	16,797.17	856.99	12,848.67	655.28	8,958.50	201.71
79,414,726.87	8,969.85	81,705,807.88	9,218.28	58,184,494.99	6,584.58	23,520,812.34	3,653.70
8,785,261.76	10,785.20	8,897,481.21	10,872.33	7,075,395.77	8,645.82	1,828,085.44	3,236.51
1,897,267.95	4,912.02	1,956,906.16	5,066.66	1,190,349.47	3,081.82	766,646.69	1,984.85
690,794.26	2,549.06	736,417.20	2,717.41	423,281.51	1,561.74	313,186.69	1,155.67
60,370,875.88	8,299.94	60,548,554.45	8,324.44	39,400,410.14	5,416.91	21,148,144.31	2,907.53
68,655,024.50	9,092.61	68,878,931.82	9,123.26	44,789,025.38	5,981.82	24,089,905.99	3,190.44
13,888,720.71	8,115.65	14,042,848.78	8,235.85	9,171,115.81	5,378.85	4,871,727.97	2,857.00
54,413,559.78	7,808.26	55,588,487.45	7,964.58	38,566,096.21	5,580.68	16,972,391.24	2,433.95
56,222.39	4,247.88	55,298.62	4,258.74	38,690.84	2,976.29	16,607.78	1,277.52
27,819.30	1,569.98	28,954.86	1,644.28	20,555.58	1,187.26	8,399.28	476.96
5,441.24	111.00	87,063.82	1,776.06	69,618.15	1,420.10	17,450.17	355.98
216,111.24	2,379.17	221,432.02	2,950.07	140,289.14	1,869.08	81,143.88	1,061.04
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5,313,581.53	6,992.66	5,825,897.02	7,666.86	4,068,767.88	5,841.88	1,767,129.14	2,835.58
3,122,809.95	5,592.29	3,216,246.72	5,759.44	2,156,834.05	3,863.31	1,069,412.67	1,897.18
29,531.28	924.64	23,572.06	929.18	81,632.89	1,396.48	*8,960.88	*867.26
19,640.28	2,455.03	19,640.28	2,455.03	15,837.74	1,978.46	8,812.54	476.56
3,866,486.06	4,459.04	4,152,953.97	4,789.48	2,558,543.41	2,950.69	1,504,411.56	1,838.79
60,754.96	2,119.10	61,668.96	2,150.99	61,188.71	2,189.49	580.25	18.49
189,309.87	1,775.89	189,516.00	1,777.89	144,968.50	1,360.12	44,527.50	417.70
22,735.38	2,115.01	22,900.97	2,180.39	16,000.98	1,496.77	6,810.69	633.55
44,250,418.26	14,724.12	45,512,983.54	15,144.12	25,834,134.74	8,596.13	19,678,798.80	6,574.99
27,433,473.52	10,904.27	27,565,089.40	10,956.77	20,426,619.75	8,118.14	7,141,409.65	2,838.68
2,012,833.43	4,607.67	2,027,611.58	4,642.71	1,353,052.08	3,098.14	674,559.50	1,544.57
\$ 450,132,415.99	\$ 9,253.21	\$ 457,991,433.03	\$ 9,414.97	\$ 302,907,503.28	\$ 6,296.62	\$ 155,063,929.75	\$ 3,188.85

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 58—MILEAGE TRAFFIC

Railroads	Miles Run			
	By Trains Earning Revenue			
	Passenger	Freight	Mixed	Total
Ames & College	13,972	4,263	6,986	25,221
Atchison, Topeka & Santa Fe	13,247,823	15,469,584	2,038,425	30,755,792
Chicago, Anamosa & Northern			26,121	26,121
Chicago, Burlington & Quincy	15,440,476	16,773,037	1,281,971	33,495,484
Chicago Great Western	3,447,008	3,130,103	5,285	5,589,346
Mason City & Ft Dodge	889,992	560,916	—	1,448,908
Wisconsin, Minnesota & Pacific	247,602	168,829	848	410,374
Chicago, Milwaukee & St. Paul	12,194,535	17,110,405	1,390,480	30,695,370
Chicago & North-Western	16,265,103	18,807,930	1,197,488	36,270,471
Chicago, St. P., M. & Omaha	8,241,847	8,911,695	567,080	7,720,579
Chicago, Rock Island & Pacific	15,123,959	18,749,529	671,950	29,544,438
Colfax Northern	5,250	14,293	10,662	30,205
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	93,675	54,750	—	148,425
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	1,667,694	1,900,661	18,084	3,581,429
Iowa Central	655,904	1,187,398	197,577	2,040,879
Albia & Centerville			31,575	31,575
Manchester & Oneida			27,434	27,434
Minneapolis & St. Louis	1,113,266	906,781	23,292	2,049,329
Muscatine, North & South			48,340	48,340
Newton & Northwestern	65,026	72,010	—	137,036
Tabor & Northern			14,921	14,921
Union Pacific	6,819,683	9,089,871	74,716	15,994,270
Wabash	7,444,320	9,089,248	148,315	16,675,883
Willmar & Sioux Falls (G N.)	447,950	387,539	146,875	962,164
Totals	97,417,075	112,872,297	7,908,520	217,697,892

*Including miles run by switching trains.

—ENTIRE LINE—CONTINUED.

Miles Run		Grand total train mileage	Average number of freight cars in train	Average number of loaded cars in train	Average number of empty cars in train	Car Mileage			
Switching	Con- struc- tion and other					Loaded freight cars east or north	Loaded freight cars south or west	Empty cars north or east	Empty cars south or west
5,984,946	1,501,068	35,926	26	21	7	157,811,996	208,047,909	59,547,554	49,904,376
		35,181	25	1	1	9,755	4,294	11,645	16,326
		35,495,484	30	29	8				
		5,928,980	27	20	7	55,270,334	55,417,560	7,169,618	14,787,347
95,771	8,266	1,647,986	28	17	6	5,163,548	4,309,147	1,514,588	2,152,000
19,360	18,655	448,888	14	10	4	798,689	889,706	386,986	248,289
		30,605,370	26	19	7	178,737,128	171,328,056	60,409,781	73,038,968
10,861,761	3,697,680	50,319,368	24	17	7	168,428,987	170,879,054	75,428,985	68,148,307
2,569,490	438,708	10,693,764				30,905,970	30,008,349	16,019,731	8,461,127
5,458,226	1,436,923	20,459,487	24	18	6	118,404,089	141,080,609	54,007,942	40,131,975
		30,205	8	4	4	101,771	8,016	210	99,303
88,183	17,380	99,508							
		9,500	158,015			189,477	170,284	91,465	100,108
471,438	49,168	4,095,084	24	18	6	15,788,104	17,965,140	7,088,008	5,043,373
	10,166	2,000,045	19	14	5	11,579,664	8,361,010	1,794,533	4,854,428
		51,575	3	2	1	49,370	26,070	5,308	21,730
		37,434							
	94,837	2,137,166	22	18	4	7,897,712	8,888,304	2,187,656	1,814,396
		48,340	5	4	1	88,786	58,145	14,419	28,384
		137,086				343,662	269,704	108,144	269,154
		14,921							
2,663,983	648,986	19,476,189	21	20	8	104,261,081	109,470,889	59,576,041	56,267,186
	*4,700,407	21,466,360	27	20	7	101,911,084	81,960,106	22,398,633	48,210,594
87,814	38,845	1,086,896	18	15	3	3,690,904	1,707,100	1,109,099	787,383
37,983,960	12,526,050	269,147,593	20	15	5	966,512,593	998,156,987	366,361,982	351,690,397

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 59—

Railroads	Products of Agriculture				
	Grain	Flour	Other mill products	Hay	Tobacco
Ames & College					
Atchison, Topeka & Santa Fe	2,095	174		663	
Chicago, Anamosa & Northern					
Chicago, Burlington & Quincy					
Chicago Great Western	441,818	330,040	25,495	16,851	54,787
Mason City & Ft Dodge	177,313	74,140	7,414	19,710	17,179
Wisconsin, Minnesota & Pacific	59,452	32,617	3,638	8,186	9,037
Chicago, Milwaukee & St. Paul	752,040	44,865	67,895	26,024	123
Chicago & North-Western	1,114,497	23,519	45,539	29,777	263
Chicago, St. P., M. & Omaha	57,267	7,452	7,156	11,192	1
Chicago, Rock Island & Pacific	982,190	250,247	116,887	74,477	179,923
Colfax Northern	528	191	12	150	35
Crooked Creek	7,380	77			
Davenport, R. I. & N. W.					
Des Moines, Iowa Falls & N.	43,781	431	237	789	263
Des Moines Union					
Des Moines Western					
Dubuque & S. C. (Ill. Cent.)	556,891	78,885	84,370	25,041	43
Iowa Central	263,643	116,077	10,432	10,089	15,390
Albia & Centerville	184	373		161	393
Manchester & Oneida					
Minneapolis & St. Louis	241,942	29,884	27,576	13,577	4,771
Muscatine, North & South	3,126	1,082		230	4,563
Newton & Northwestern	41,459	960	361	217	158
Tabor & Northern					
Union Pacific	387,890	28,707	19,298	16,378	365
Wabash	48,540	6,848	6,860	3,181	261
Willmar & Sioux Falls (G.N.)					
Totals	5,181,880	1,025,400	416,343	851,691	965
					719,034

*Including cheese.

TONNAGE—IOWA.

TABLE No. 60—TONNAGE

Railroads	Products of Mines					Salt
	Anthracite coal	Bituminous coal	Coke	Ores	Stone, sand and other like articles	
Ames & College -----						
Atchison, Topeka & Santa Fe-----						
Chicago, Anamosa & Northern-----	203	2,272			249	
Chicago, Burlington & Quincy-----						
Chicago Great Western-----	74,066	406,936			95,907	
Mason City & Ft Dodge-----	40,000	61,951			19,439	
Wisconsin, Minnesota & Pacific-----		79,369			15,201	
Chicago, Milwaukee & St. Paul-----	298	480,191	8,117	7,552	97,748	2,476
Chicago & North-Western-----	18,419	780,167	780	1,960	68,378	17,409
Chicago, St. P., M. & Omaha-----	8,578	15,882	156	148	26,211	
Chicago, Rock Island & Pacific-----	85,977	978,258	51,731	48,268	141,983	30,435
Colfax Northern -----	206	336,200			30	
Crooked Creek -----	280	8,648			14,151	28
Davenport, R. I. & N. W. -----						
Des Moines, Iowa Falls & N. -----	338	194,450	100		20,454	537
Des Moines Union -----						
Des Moines Western -----						
Dubuque & S. C. (Ill. Cent.)-----	32,908	511,297	11,871	8,973	63,608	17,783
Iowa Central -----	20,555	847,168	7,178	902	30,241	5,161
Albia & Centerville -----	186	38,015	57		6,145	
Manchester & Oneida -----						
Minneapolis & St. Louis -----	5,948	143,939	281		9,800	2,639
Muscatine, North & South -----	2,007	28,343	51		11,276	
Newton & Northwestern -----	475	189,688	208		4,547	
Tabor & Northern -----						
Union Pacific -----	22,675	44,411	21,280	17,678	15,886	
Wabash -----	11,986	104,166	2,040	1,943	15,489	
Willmar & Sioux Falls (G N.) -----						
Totals -----	815,070	5,171,175	98,795	83,409	656,787	76,468

*Including telegraph, telephone and electric light poles.

†Including brick.

‡Including scrap iron.

§Including brick and tile.

—IOWA—CONTINUED.

Lumber	Products of Forests			Manufactures					
	Ties, logs and other forest products	Tele- graph, tele- phone and electric light poles	Petroleum and other oils	Sugar	Iron, pig and bloom	Iron and steel rails	Other castings and machinery	Bar and sheet metal	Cement and lime
318	370								445
136,152	53,430		34,344	19,030	10,341	14,108	26,037	3,892	155,600
94,356			16,365	5,515			8,364	271	15,729
20,158	11,046		6,094	3,062	2,568		4,066	306	7,271
70,099	49,363		6,143		10,111		9,670	11,203	17,815
148,071	37,710	4,170	88,096	10,390	22,697	16,918	10,862	34,547	43,103
9,824	807		4,876	2,655		124	718	198	129,018
885,189			66,207	71,363	12,333	19,770	56,714	185,868	104,744
5,415			168	15		164	121		98
677						48			127
13,994			264	322	401	3,169	669		3,714
175,760	145		20,440	27,447	9,680	18,918	37,926	66,444	136,656
113,883	5,808	2,637	15,918	5,468	9,881	86,318	4,780	14,271	17,208
608				15		80	37		266
47,306	5,996	3,668	6,008	7,712	6,950	140	3,243	1,071	68,913
20,668	8,501		242		34	1579	238		9,458
22,306			53	181	498	6,540	1,335		45,579
179,741	1,785		25,514	45,187	7,023	150,148	150,793	64,491	131,098
38,439	6,874		4,054	2,066	2,073	5,079	5,270	11,690	813,991
1,393,077	171,084	10,371	240,266	195,337	59,656	248,226	300,386	344,393	549,468

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 61—TONNAGE—IOWA—CONTINUED.

Manufactures—Continued			
Railroads			
NAME	THE BRANCH	THE ITEM	THE NUMBER
Ames & College			
Atchison, Topeka & Santa Fe			
Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy			
Chicago Great Western			
Minneapolis, St. Paul & Sault Ste. Marie			
Wisconsin, Milwaukee & St. Paul			
Chicago, Milwaukee & St. Paul			
Chicago & North-Western			
Chicago, St. Paul & Omaha			
Chicago, Rock Island & Pacific			
Coldax, Northern			
Crooked Creek			
Davenport, H. I. & N. W.			
Des Moines, Iowa Falls & N. W.			
Des Moines Union			
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)			
Iowa Central			
Arlia & Centerville			
Manchester & Oneida			
Minneapolis & St. Louis			
Mississippi, North & South			
Newton & Northwestern			
Tabor & Northern			
Union Pacific			
Wabash			
Willmar & Sioux Falls (G. N.)			
Total			233,956

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 62—TONNAGE—ENTIRE LINE.

Railroads	Products of Agriculture						
	Grain	Flour	Other Mill products	Hay	Tobacco	Fruit and vegetables	Cotton
Amen & College	1,611,084	370,618	187,391	257,114	—	725,815	—
Atchison, Topeka & Santa Fe	2,005	174	—	662	—	—	—
Chicago, Milwaukee & Northern	—	—	—	—	—	—	—
Chicago, Burlington & Quincy	605,188	32,158	46,262	26,201	—	111,004	—
Chicago Great Western	193,332	93,888	8,390	21,688	—	19,949	—
Chicago, Milwaukee & St. Paul	89,738	52,168	4,956	6,112	—	15,449	—
Chicago, Milwaukee & St. Paul	4,106,776	713,247	521,015	202,857	52,276	398,318	103,425
Chicago & North Western	3,711,424	325,622	208,616	292,048	16,946	641,700	12,300
Chicago, St. P. M. & Omaha	4,432,168	274,006	186,624	108,670	784	194,122	20
Chicago, Rock Island & Pacific	2,610,419	4,1,592	303,858	156,440	—	330,147	407,820
Colfax Northern	—	523	191	12	—	—	—
Crooked Creek	—	7,390	77	—	—	—	—
Davenport, R. I. & N. W.	—	—	—	—	—	—	—
Des Moines, Iowa Falls & N.	—	—	—	—	—	—	—
Des Moines Union	—	—	—	—	—	—	—
Des Moines Western	—	—	—	—	—	—	—
Dubuque & S. C. (Ill. Cent.)	567,773	79,063	81,404	25,041	43	71,900	—
Iowa Central	306,671	117,627	10,498	10,725	—	15,023	—
Albia & Centerville	134	373	—	161	—	383	—
Marblester & Oneida	—	—	—	—	—	—	—
Minneapolis & St. Louis	618,422	247,274	62,076	14,790	—	45,508	54
Muscatine, North & South	3,126	1,032	—	230	—	4,563	71
Newton & Northwestern	41,459	960	861	217	—	158	—
Tabor & Northern	—	—	—	—	—	—	—
Union Pacific	1,163,503	218,730	60,340	111,018	726	729,274	16,321
Wabash	1,618,011	229,257	228,652	103,012	7,358	943,897	32,266
William & St. Louis Falls (G. N.)	442,83	7,313	8,976	8,477	—	11,983	8,600
Totals	14,347,731	3,544,482	1,944,857	1,246,498	78,689	3,516,546	939,769
						69,028	46,885
						31,885	87

^aIncluding cheese.
^bIncluding eggs and cheese.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 61—TONNAGE—IOWA—CONTINUED.

Railroads		Manufacture—Continued			
Bushels	Tons	Other	Miscellaneous merchandise	Grain & lumber	Own road originating on roads other than roads
Ames & College					
Arlington, Topeka & Santa Fe					
Chicago, Milwaukee & Northern					
Chicago, Burlington & Quincy					
Chicago Great Western					
Des Moines City & Ft. Dodge					
Wisconsin Minnesota & Pacific					
Chicago, Milwaukee & St. Paul					
Chicago & North Western					
Chicago, St. P. M. & Omaha					
Chicago, Rock Island & Pacific					
Cotton Northern					
Crooked Creek					
Davenport, H. I. & N. W.					
Des Moines, Iowa Falls & N.					
Des Moines Union					
Des Moines Western					
Dubuque & S. C. (Ill. Cent.)					
Iowa Central					
Albia & Centerville					
Maine Central & Oneida					
Minneapolis & St. Louis					
Missouri, North & South					
Newton & Northwestern					
Thor & Northern					
Union Pacific					
Wabash					
Wilmar & Sioux Falls (G. N.)					
Totals	200,956	81,395	205,307	165,000	87,004
					1,854,847
					50,007,000
					11,011,775
					5,431,62

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 62—TONNAGE—ENTIRE LINE.

Railroads	Products of Agriculture									
	Grain	Hay	Tobacco	Cotton	Butter	Eggs	Cheese	Milk	Other Prod. ucts of Agri- culture	Other Prod. ucts of Agri- culture
Ames & College	1,611,094	870,018	157,391	357,114	70,816	130,129	66,441	160	32	
Archibald, Topeka & Santa Fe	8,065	174								
Chicago, Anamosa & Northern	605,198	333,058	46,353	95,901		111,004				
Chicago, Burlington & Quincy	196,928	63,986	6,390	41,698	19,949					
Chicago Great Western	88,738	68,168	4,960	6,112	15,449					
Minneapolis City & Ft. Dodge										
Wisconsin, Minnesota & Pacific										
Chicago, Milwaukee & St. Paul	4,100,776	718,945	664,015	208,887	63,973	389,818	93,493			
Chicago & North Western	385,921	268,616		362,049	16,946	641,709	12,900			
Chicago, St. P., M. & Omaha	1,492,168	374,966	180,624	108,670	334	164,129				
Chicago, Rock Island & Pacific	3,640,419	491,592	308,858	155,446		390,147	407,889			
Cottage, Northern	592	191	12	150		35				
Crooked Creek	7,380	77								
Davenport, R. I. & N. W.										
Des Moines, Iowa Falls & N.	43,781	431	337	739		385				
Des Moines Union										
Des Moines, Western	557,773	78,088	84,404	25,041	43	71,990	348			
Dubuque & S. C. (Illi. Cent.)	806,671	117,667	10,408	10,736		15,693				
Iowa Central	134	473		161		353				
Albia & Centerville										
Manchester & O'neill	618,429	247,274	67,076	14,730	45,608	64				
Minneapolis & St. Louis	3,129	1,039	600	220	4,668	71				
Muscatine, North & South	41,459			217	159					
Newton & Northwestern										
Tabor & Northern										
Union Pacific	1,163,594	218,756	69,340	111,019	705	736,374	40,391			
Wabash	1,619,071	228,365	223,822	106,049	248,397	248,397				
Wilmer & Sioux Falls (G. N.)	442,833	7,363	8,876	8,477	11,959	8,690				
Totals	19,847,581	8,544,409	1,044,357	1,346,499	78,689	2,516,546	899,709	89,099	45,885	31,886

† Including cheese.
‡ Including eggs and cheese.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 63—TONNAGE—ENTIRE LINE—CONTINUED.

Products of Animals		Products of Mines										
Railroads	LIVE STOCK	Dressed meat	Poultry, game, hen	Wool	Hides and leather	Wool	Gold	Ores	Stone, sand, etc.	Salt		
Ames & College	354,527	36,849	40,073	16,112	19,974	—	—	275,139	899,845	896,183	\$39	
Atchison, Topeka & Santa Fe.	2,311	—	—	—	—	—	—	—	—	22,619	—	
Chicago, Anamosa & Northern	—	—	—	—	—	—	—	—	—	—	109,870	
Chicago, Burlington & Quincy	220,949	—	199,597	4,981	8,913	6,049	76,070	492,845	—	7,116	—	
Chicago, Great Western	—	—	36,011	1,022	613	3,089	41,429	65,675	—	—	—	
Mason City & Ft. Dodge	97,008	59,847	15,129	1,669	674	1,086	84,810	—	—	—	—	
Wisconsin, Minnesota & Pacific	82,083	11,368	115,613	21,840	12,897	84,670	898,116	3,001,089	699,407	1,617	34,081	
Chicago, Milwaukee & St. Paul	1,149,892	312,752	78,488	60,460	29,158	89,949	289,003	899,774	4,356,973	9,473,406	1,866,436	
Chicago & North Western	1,849,285	208,754	13,453	89,310	14,772	2,684	12,147	163,932	719,406	8,017,473	1,914,587	
Chicago, St. P., M. & Minn.	849,978	95,176	92,028	78,904	4,732	15,757	—	176,674	5,880,787	153,485	149,206	
Colfax, Rock Island & Pacific	—	714	—	—	—	—	—	103	336,900	—	884,699	
Colfax Northern	—	1,059	—	—	—	—	—	850	3,648	—	30	
Crooked Creek	—	—	—	—	—	—	—	—	—	14,151	30	
Davenport, R. I. & N. W.	—	—	—	—	—	—	—	—	—	—	—	
Des Moines, Iowa Falls & N.	5,371	818	194	149	—	—	161	—	—	30,464	667	
Des Moines Union	—	—	—	—	—	—	—	—	—	—	—	
Des Moines Western	—	—	—	—	—	—	—	—	—	—	—	
Dubuque & S. C. (Iowa Cent.)	198,947	—	59,658	10,745	7,399	2,384	—	611,397	11,871	8,972	70,300	
Iowa Central	97,860	10,726	—	8,840	2,129	1,826	—	—	1,012,900	7,731	35,329	
Alto & Centerville	400	—	—	—	—	—	—	—	33,016	—	6,145	
Manchester & Oneida	—	—	—	—	—	—	—	—	—	—	—	
Minneapolis & St. Louis	67,909	19,721	6,174	4,661	972	961	—	35,196	380,680	5,000	984	
Muscatine, North & South	—	9,000	—	60	—	—	—	—	5,007	61	31,870	
Newton & Northwestern	—	6,948	—	—	60	—	—	—	475	183,680	203	4,547
Tabor & Northern	—	—	—	—	—	—	—	—	—	—	—	
Union Pacific	692,169	17,660	35,201	43,491	20,486	18,946	—	37,890	1,775,068	59,058	606,075	
Wabash	413,860	271,468	361,313	—	7,183	74,000	—	329,660	3,472,106	64,705	516,507	
Willmar & Sioux Falls (G. N.)	79,761	3,015	334	49	—	1,850	—	—	75,115	70,906	30,817	
Totals	6,398,702	1,853,919	1,039,658	976,451	112,306	360,302	269,304	2,779,451	39,058,406	11,675,007	6,301,610	

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 64—TONNAGE—ENTIRE LINE—CONTINUED.

Railroads		Manufactures		Brick	
Products of Forests				Cement and lime	
Lumber		Sugar	Iron and steel bars and sheet metal	Bar and sheet metal	Cement and lime
Ames & College	583,592	511,606	97,010	77,684	704,802
Atchison, Topeka & Santa Fe	818	273		106,841	444
Chicago, Anamosa & Northern					
Chicago, Burlington & Quincy	170,776	54,079	38,426	12,097	14,697
Chicago, Great Western	80,660	27,222	20,860	18,416	6,007
Mason City & Ft. Dodge				15,546	8,917
Wisconsin, Minnesota & Pacific	2,171,083	1,023,065	277,157	23,065	4,009
Chicago, Milwaukee & St. Paul	2,783,251	3,900,077	187,956	467,069	319,006
Chicago & North Western	916,508	1,020,827	92,490	405,398	264,985
Chicago, St. P. M. & Omaha	1,580,896	—	41,008	48,489	38,703
Chicago, Rock Island & Pacific	4,415	—	167,887	113,860	107,904
Celtair Northern	677	—	163	164	151
Crooked Creek				49	49
Davenport, R. I. & N. W.	13,991				
Des Moines, Iowa Falls & N.				401	8,159
Des Moines Union					629
Des Moines Western					
Dubuque & S. C. (Ilt. Cent.)	176,455	145	20,440	97,447	2,680
Iowa Central	119,855	7,895	2,660	17,653	10,902
Albin & Centerville	603			13	90
Manchester & Oneida					
Minneapolis & St. Louis	203,595	99,098	10,304	24,916	14,699
Winona, North & South	90,869	8,501	—	242	94
Newton & Northwestern	22,306	—	—	131	480
Tabor & Northern					
Union Pacific	686,905	5,908	—	67,768	180,545
Wabash	747,973	269,147	—	186,136	67,888
Wilmer & Sioux Falls (O. N.)	102,606	628,685	—	6,439	4,383
Totals	10,422,335	6,441,758	150,993	1,343,335	650,387
					1,304,457
					1,123,868
					1,003,439
					1,773,377
					4,148,699
					697,004

*Including brick.

†Including scrap iron, tile, brick and lime.

§Including telegraph, telephone and electric light poles.

TABLE No. 65—TONNAGE—ENTIRE LINE—CONTINUED.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. III—CONSUMPTION OF FUEL BY LOCOMOTIVES—IOWA.

Railroads	Bituminous Coal		Wood		Total Fuel Consumed		Average price per ton	Average pounds consumed per mile
	Tons	Average cost	Hard	Soft	Cards	Cost		
Ames & College	1,150.00	\$ 2.50					1,150.00	2.50
Atchison, Topeka & Santa Fe	17,806.59	1.09					17,806.59	1.09
Chicago, Milwaukee & Northern	787.00	2.49					787.00	2.49
Chicago, Burlington & Quincy								
Chicago Great Western	280,524.00	2.25					280,524.00	2.25
Moson City & St. Paul	37,045.00	2.25					37,045.00	2.25
Wisconsin, Minnesota & Pacific	2,698.00	2.25					2,698.00	2.25
Chicago, Milwaukee & St. Paul								
Chicago & North Western	767,644.00	1.86	2,020.00	2.48	4,050.00	2.49	767,628.00	1.86
Chicago, St. P. M. & Omaha	33,405.00	2.88			450.00	1.51	33,690.00	2.88
Chicago, Rock Island & Pacific	711,435.31	2.08	5,310.00	2.01	61.00	2.51	716,081.68	2.08
Cofina Northern	8,921.00	1.77					8,926.00	1.77
Crooked Creek	1,127.00	2.26					1,427.00	2.26
Davenport, R. I. & N. W.	2,456.00	1.86	12.00	1.75			2,464.00	1.87
Des Moines, Iowa Falls & N.	7,919.00	2.00					7,930.00	2.00
Des Moines Union	5,751.00	1.96					5,751.00	1.96
Des Moines Western								
Dubuque & S. C. (Illi. Cent.)	798,789.00	1.84	860.00	2.41			799,868.23	1.84
Iowa Central	134,387.00	1.57	1,900.00	3.29			135,059.00	1.57
Albia & Centerville								
Manchester & Oñoldia	864.36	3.47					864.36	3.47
Minneapolis & St. Louis	49,801.00	2.98					49,946.00	2.98
Muscatine, North & South	9,386.00	1.91					9,319.00	1.91
Newton & Northwestern	9,374.00	1.95					9,000.00	1.97
Tabor & Northern	603.00	3.65					603.00	3.65
Union Pacific	96,500.38	2.49	61.68	1.81			96,500.14	2.49
Wabash								
William & St. Louis Falls (G. N.)								
Totals	2,438,863.40		9,873.62				6,622.00	
								2,416,987.41
								35,610,005.10

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 67—TONNAGE CROSSING

Railroads	Location of Bridge	Mississippi River		
		East bound	West bound	Total
Ames & College				
Atchison, Topeka & Santa Fe	Fort Madison	729,374	915,103	1,644,476
Chicago, Anamosa & Northern	Burlington	1,758,921	1,783,690	3,542,541
Chicago, Burlington & Quincy				
Chicago Great Western				
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	{ North McGregor	344,624	260,297	613,921
Chicago & North-Western	{ Sabula	1,931,303	1,946,806	3,878,108
Chicago, St. P., M. & Omaha	Clinton	2,339,287	1,720,633	4,059,925
Chicago, Rock Island & Pacific	Davenport	1,771,938	1,857,277	3,629,215
Colfax Northern				
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.				
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	Dubuque	1,061,555	1,073,874	2,135,429
Iowa Central	Keithsburg	434,783	705,313	1,140,099
Albia & Centerville				
Manchester & Oneida				
Minneapolis & St. Louis				
Muscatine, North & South				
Newton & Northwestern				
Tabor & Northern				
Union Pacific	Council Bluffs			2,167,361
Wabash				
Willmar & Sioux Falls (G. N.)				
Totals		10,371,787	10,271,927	22,811,075

MISSISSIPPI AND MISSOURI RIVERS.**Missouri River**

Location of Bridge	East bound	West bound	Total
Council Bluffs	408,108	408,468	806,500
{ Blair, Nebraska	576,589	444,653	1,021,193
{ Omaha, Nebraska	265,422	89,610	345,039
Sioux City	298,616	299,182	520,798
-----	-----	-----	-----
Council Bluffs	110,402	115,692	226,094
-----	-----	-----	-----
Council Bluffs			2,167,361
-----	-----	-----	-----
	1,644,085	1,875,580	5,000,975

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 68

Railroads	Killed				Cause of Death				
	Passenger Employees	Others	Total	Department	Collision	Caught in frog of switch	Coupling cars	Falling from trains	Getting on or off trains
Ames & College									
Atchison, Topeka & Santa Fe			1	1					1
Chicago, Anamosa & Northern									
Chicago, Burlington & Quincy	1	16	17	36	9	3	4	2	
Chicago Great Western		3		2	2				
Mason City & Ft Dodge	1	1	2	2	1				1
Wisconsin, Minnesota & Pacific		1		1					
Chicago, Milwaukee & St. Paul	2	15	19	39	1	2	3	4	
Chicago & North Western		4	40	45	8	1			3
Chicago St. P., M. & Minn.		1	1	2					
Chicago, Rock Island & Pacific	2	13	32	47	1		1	1	3
Colfax Northern									
Crooked Creek									
Davenport, R. I. & N. W.			1	1	2	1			1
Des Moines, Iowa Falls & N.									
Des Moines Union									
Des Moines Western									
Dubuque & S. C. (Illi. Cent.)	4	8	10	26	1	1	2	1	
Iowa Central			1	1	2				1
Albia & Centerville									
Manchester & Oneida									
Minneapolis & St. Louis									
Muscatine, North & South									
Newton & Northwestern		2		2					1
Tabor & Northern									
Union Pacific	1		1						1
Wabash	1	2	1	4					1
Willmar & Sioux Falls (G. N.)	1		1						
Totals	13	64	124	211	12	8	1	8	18

—ACCIDENTS.

Killed					Injured																
Cause of Death					Cause of Injury																
Highway crossings	Miscellaneous	Overhead obstructions	Stealing rides	While intoxicated	Trespassers on track	Passengers	Employees	Others	Total	Deraiment	Collision	Caught in frog of switch	Coupling cars	Falling from train	Getting on or off trains	Highway crossings	Miscellaneous	Overhead obstructions	Stealing rides	While intoxicated	Trespassers on track
						1	74	3	78	1		3	1	1	2	70					
2	9	—	3	2	9	24	370	36	490	12	14	8	9	23	49	17	281	5	7	8	7
1						35	66	2	103	17	20	8	6	12	5		89				1
						9	15		24		1			7	7		8	1			
	1																				
27						22	139	12	178	21	15		18	18	16		84	1			
5	19		7	2		39	545	73	657	26	16		19	49	73	14	438	5	7		10
1						1	1	86	8				1	1	2	2	34				
6	10	1	2			22	8	33	16	56		8	5	14	9	2	12	1			5
						1		1									1				
								4	1	5		1					8				1
3	2	—	2	4	10	18	98	9	125	3	8		11	4	29	4	68	2		1	2
	1			1	5	77	8	90	3	3	3		3	5	9	2	62	1			2
						4	26	8	33	1			1	9	4	1	15	1	1		1
								2	1	8			1			1	1				
	1																				
16	78	2	14	8	44	178	1,584	178	1,935	88	103	6	80	150	207	47	1,191	14	18	8	28



RETURNS OF

Interurban Electric Railways

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 1—INCOME—(ELECTRIC LINES).

• Denefelt.

Payments on bonds.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 2—EARNINGS—(ELECTRIC LINES).

Lines	Car Earnings		Total earnings
	Passenger	Freight	
Boone Suburban	\$ 6,493.58	16,750.07	\$ 23,243.65
Cedar Rapids & Iowa City	83,415.83	1,394.81	84,809.64
Cedar Rapids & Marion	39,598.70	3,501.80	43,100.50
Cedar Rapids & Illinois	98,798.89	360.30	100,159.19
Iowa & Marion	190.00	14,637.01	14,827.01
Inter-Urban	156,701.63	56,497.86	212,199.49
Mason City & Clear Lake	518.15	12,115.88	12,633.03
Iowa & Toledo	36,595.46	800.05	37,395.51
Waterloo, Cedar Falls & Northern	10,675.19	1,861.84	12,536.03
	106,522.49	1,303.83	117,826.32
Totals	\$ 511,731.52	\$ 708,154	\$ 1,224,885.34
			\$ 14,776,634
			\$ 14,776,634
			\$ 770,358.36

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 3—OPERATING EXPENSES—(ELECTRIC LINES).

TABLE No. 4—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED.

Lines	Transportation			Operation of Power Plant			Total
	Wages	Fuel	Water	Labor & material and waste	Miscellaneous plies, etc., out, sup- plies, etc.	Hired power	
Boone Suburban	\$ 1,543.11	\$ 4,891.24		\$ 136.16	\$ 80.34	\$ 0,570.84	
Cedar Rapids & Iowa City	1,075.92	1,639.26		106.83		\$ 3,861.08	
Cedar Rapids & Marion							
Iowa & Illinois	8,116.40	18,420.88		349.04	\$ 99.80	\$ 114.63	
Inter-Urban							
Mason City & Clear Lake	\$ 8,010.45	5,706.18		267.68		17,446.64	17,446.64
Tiffin & Toledo	711.96	1,772.17		97.55			7,978.20
Waterloo, Cedar Falls & Northern	6,847.18	18,395.24		364.01			9,686.17
Totals	\$ 19,804.93	\$ 46,798.87		\$ 499.00	\$ 1,949.85	\$ 17,446.64	\$ 36,565.36

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 6—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED.

Lines	Transportation									
	Operation of Cars									
	Supern-tendence	Wages of conductors	Wages of motormen	Wages of car service employees	Wages of car drivers	House-keep-ers	Other car employees	Car ser-vices	Miscella-neous car ser-vices	Total
Boone Suburban	\$ 5,088.79	\$ 800.00	\$ 7,628.59	\$ 7,590.20	\$ 734.86	\$ 758.17	\$ 1,655.14	\$ 1,063.80	\$ 10,009.75	\$ 614.11 \$ 1,126.00
Cedar Rapids & Iowa City	4,648.01	4,726.48	779.95	775.50	314.94	—	—	—	—	11,819.80
Cedar Rapids & Marion	12,430.08	—	—	—	—	—	—	—	—	15,309.39
Iowa & Illinois	5,381.89	18,807.82	18,124.08	18,852.44	2,761.47	1,879.97	3,607.90	1,063.10	69,950.12	9,303.51
Inter-Urban & Clear Lake	—	8,021.51	8,649.89	—	—	604.37	—	—	—	9,304.61
Muson City & Clear Lake	—	9,256.14	—	—	20.30	—	—	—	—	9,277.65
Toledo & Toledo, Watervliet, Cedar Falls & Northern	8,022.50	10,926.80	10,015.23	5,465.50	—	—	—	—	—	148.60
Totals	\$ 14,013.31	\$ 63,003.96	\$ 59,905.46	\$ 50,050.04	\$ 7,821.31	\$ 4,708.00	\$ 27,304.73	\$ 1,655.21	\$ 3,009.80	\$ 177,447.35

* Including wages of motormen. † Including "cleaning and sanding track, etc."

TABLE No. 6—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED.

Lines	General	Miscellaneous expenses
Bonne Suburban		\$ 174.50
Cedar Rapids & Iowa City		191.88
"Cedar" Rapids & Marion		490.38
Town & Illinois		1,792.47
Inter Ithaca		2,623.61
Mason City & Clear Lake		588.15
Tunica & Toledo		30.88
Waterloo, Cedar Falls & Northern		6,246.85
Totals	\$ 16,886.60	\$ 16,335.33
		\$ 6,398.98
		\$ 2,173.55
		\$ 300.14
		\$ 186.00
		\$ 7,761.85
		\$ 12,827.51

*Including salaries of clerks.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 7—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED.

TABLE NO. 8—CONSTRUCTION AND EQUIPMENT—(ELECTRIC LINES).

Lines	Organization	Rights of way	Track and roadway construction	Electric line construction	Real estate used in operation of road	Buildings and fixtures used in operation of road	Investment in real estate	Power plant equipment	Total Cost to June 30, 1901
Boone Suburban									
Cedar Rapids & Iowa City									
Cedar Rapids & Marion									
Cedar Rapids & Illinois									
Inter-Urban									
Marion City & Clear Lake									
Tama & Toledo									
Waterloo, Cedar Falls & Northern									
Totals									\$9,381,04 \$95,758.74 \$35,971.10 \$ 1,749,585.22 \$ 290,224.33 \$ 4,298.62 \$92,785.61 \$ 1,500.00 \$ 175,016.34

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 9—CONSTRUCTION AND EQUIPMENT—CONTINUED.

Total Cost to June 30, 1907			
Lines	Shop tools and ma- chinery	Cars	Electric equipment of cars
	Miscellane- ous equip- ment	Interest and discount	Miscellane- ous out-
Moonee Suburban			
Ridgeway Rapids & Town City			
Ridgeway Marlon			
Iowa X Illinois			
Winter Haven & Clear Lake			
Jackson City & Toledo			
Tama & Waterloo, Cedar Falls & Northern			
Totals	\$ 1,182.98	\$ 136,510.96	\$ 77,079.72
			\$ 1,504,464.07
			\$ 1,695,987.10
			\$ 4,744.45
			\$ 4,190,393.07
			\$ 4,190,393.07

TABLE No. 10—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES).

Lines	Capital Stock					
	Number of shares issued	Par value	Miles	Dividends paid during year	Total number stockholders	Amount of stock held in Iowa
Boone Suburban	\$ 15,000.00	150 \$ 100.00	150	\$ 1,950.00	8	\$ 15,000.00
Cedar Rapids & Iowa City						
Cedar Rapids & Marion	2,300,000.00	20.542	100.00	\$ 8,054,200.00	36.75	55,830.84
Iowa & Illinois	1,200,000.00	11,600	100.00	1,160,000.00	72.50	15,987.21
Inter-Urban	200,000.00	2,000	100.00	200,000.00	17.84	11,531.03
Mason City & Clear Lake	40,000.00	400	100.00	40,000.00	2.75	14,515.00
Tama & Toledo						800.00
Waterloo, Cedar Falls & Northern						34,921.33
Totals	\$ 3,755,000.00	43,692		\$ 4,669,200.00	13.46	\$ 2,095,500.00

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 11—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES)—CONTINUED.

Lines	Amount authorized	Amount outstanding	Amount outstanding accrued	Rate	Interest	Miles	Debt per mile	Amount	Stock and Debt Per mile
									Funded Debt
Boone Suburban									
Cedar Rapids & Iowa City	\$ 2,000,000.00	\$ 1,050,000.00	5%	5%	\$8,500.00	38.75	\$2,053.68	\$6.75	\$1,958.88
Cedar Rapids & Marion		1,160,000.00	5%	5%	\$6,750.40	72.56	15,987.81	72.56	\$1,974.49
Town & Illinois		76,000.00	6%	6%	4,560.00	17.34	4,389.03	17.34	15,916.96
Inter-Urban	100,000.00	12,500.00	6%	6%	875.00	2.75	4,545.00	2.75	19,000.00
Meson City & Clear Lake		600,000.00	5%	5%	30,000.00	34.36	17,408.16	34.36	\$8,385.49
Tama & Toledo									
Waterloo, Cedar Falls & Northern									
Totals	\$ 2,912,500.00	\$ 2,808,100.00			5%	143,185.40	103.70	\$ 17,899.08	\$ 60,150.54

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 12—DESCRIPTION OF ROAD AND EQUIPMENT.

Lines	Road Owned	Road Leased		Total line operated under trackage rights	Total line operated at end of year
		Total main track	Second main track		
Boone Suburban	4.70	4.70		4.70	4.70
Cedar Rapids & Iowa City	27.63	27.63	1.90	29.53	30.39
Cedar Rapids & Marion	*2.80	*2.80		*2.80	*2.80
Iowa & Illinois	33.07	33.07	3.88	36.75	36.88
Inter-Urban	64.58	64.58	7.38	72.56	72.56
Mason City & Clear Lake	14.62	14.62	2.72	17.34	17.34
Tama & Toledo	2.75	2.75		2.75	2.75
Waterloo, Cedar Falls & Northern	34.38	.55	84.91	4.75	88.01
Totals	181.51	.55	185.06	31.03	20.70
				.55	11.59
					233.98

*Mileage from east city limits of Cedar Rapids to Marion.

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 13—DESCRIPTION OF ROAD AND EQUIPMENT—(ELECTRIC LINES)—CONTINUED.

Line	Cars										Other Vans										Grand total
	Passenger Cars	Closed	Open	Combination	Freight	Mail	Ex-press	Ban-gage	Combi-nation	Snow Plow	Sweep ers	Mis-cellaneous	Loco-motives	Total	*	†	*	†	*	†	
Wash. Sub., Penn. Nat'l R. Co. & Wash. & Md. & Potomac R. R.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9
Wash. & Gaithersburg R. R.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wash. & Georgetown R. R.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wash. & Baltimore Waterfront R. R. & N. Co.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	207

*With electric equipment.

†Without electric equipment.

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 14—MILEAGE TRAFFIC AND MISCELLANEOUS—(ELECTRIC LINES).

THIRTIETH ANNUAL REPORT OF THE

TABLE No. 16—MILEAGE TRAFFIC AND MISCELLANEOUS—CONTINUED—AND ACCIDENTS—(ELECTRIC LINES).

Lines	Operating Expenses	Accidents to Persons		
		Killed	Injured	Others
Boone Suburban	Per car mile And taxes per car mile	.138	.149	67.9
Cedar Rapids & Iowa City	Per car hour And taxes per car hour	.184	.149	82.8
Cedar Rapids & Marion	Per car hour And taxes per car hour	.173	.170	64.9
Iowa & Illinois	Per car hour And taxes per car hour	.185	.185	80.98
Inter Urban	Per car hour And taxes per car hour	.185	.185	71.05
Mason City & Clear Lake	Per car hour And taxes per car hour	.185	.185	69.85
Tama & Toledo	Per car hour And taxes per car hour	.185	.185	68.07
Waterloo, Cedar Falls & Northern	Per car hour And taxes per car hour	.185	.185	61.7
Totals	\$.1400 \$.1460 \$.155 \$ 1.61	61.9	68.1	80 \$49,065.90

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 16—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—(ELECTRIC LINES)—CLOSE OF YEAR
ENDING JUNE 30, 1907.

Lines	Total	Increase for year	Stocks and bonds of other com- panies held as part of investments	Other Permanent Investments	Current Assets		Material and supplies
					Cash	Accounts re- ceivable able Bills receiv- able	
Boone Suburban							
Cedar Rapids & Iowa City							
Cedar Rapids & Marion							
Iowa & Illinois	\$ 1,304,464.97		\$ 1,005,000.00	\$ 3,818.40			\$ 6,920.91
Inter-Urban	2,469,329.13	\$ 257,464.81			18,210.57		7,901.74
Mason City & Clear Lake							
Tane & Toledo	367,888.97				735.28		1,907.68
Waterloo, Cedar Falls & Northern							
	1,979,307.88						
Total	\$ 6,310,624.30	\$ 1,454.81	\$ 1,005,000.00	\$ 23,058.60	\$ 4,516.12	17,695.21	\$ 21,736.02

THIRTIETH ANNUAL REPORT OF THE

TABLE NO. 17—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—ELECTRIC LINES.

Lines	Current Assets		Decrease
	Prepaid accounts	Miscellaneous receivables	
Boone Suburban			
Cedar Rapids & Iowa City	\$ 2,127.00	10,391.14	\$ 1,319.94
Cedar Rapids & Marion	350.47	2,894.89	3,611.15
Iowa Illinois		8,440.30	875.95
Inter-Urban			864,859.13
Mason City & Clear Lake			875.95
Tama & Toledo		8,980.65	17
Waterloo, Cedar Falls & Northern		60,995.31	
Totals	\$ 2,078.47	\$ 33,255.19	\$ 21,339.94

BOARD OF RAILROAD COMMISSIONERS

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TABLE No. 18—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—(ELECTRIC LINES)
CLOSE OF YEAR ENDING JUNE 30, 1907.

Capital Stock		Current Liabilities.	
Lines			Dividends un- paid
	Common		
	Preferred		
		Boone Suburban Cedar Rapids & Iowa City. Cedar Rapids & Marion Cedar Rapids & Illinois Inter-Urban Mason City & Clear Lake Tama & Toledo Waterloo, Cedar Falls & Northern	
		\$ 564,900.00 \$ 1,500,000.00 \$ 1,060,000.00 1,100,000.00 1,100,000.00 200,000.00 75,000.00	\$ 45,821,744.5,658.00 30,194.00 22,200.00 6,304.00 \$ 2,000.00
			\$ 45,821,744.5,658.00 30,194.00 22,200.00 6,304.00 \$ 2,000.00
		Loans and notes payable Accounts pay- able Matured inter- est on unpaid debt Miscellaneous maturing interest unpaid Results due and unpaid	
		Real estate mort- gagees	
		Funded debt	
		Loans and notes payable Accounts pay- able Matured inter- est on unpaid debt Miscellaneous maturing interest unpaid Results due and unpaid	

THIRTIETH ANNUAL REPORT OF THE

TABLE NO. 19—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED.

Lines	Current Liabilities Miscella- neous	Accrued Liabilities, Not Yet Due Miscella- neous	Decrease	
			Total Liabilities	Increase
Boone Suburban			\$ 3,188.87	\$ 3,188.87
Cedar Rapids & Iowa City			2,511.16	2,511.16
Cedar Rapids & Marion			375.37	375.37
Iowa & Illinois			60,068.75	60,068.75
Inter Urban				
Alma City & Clear Lake				
Fair & Toledo				
Winterior, Cedar Falls & Northern				
Total	\$ 66,187.69	\$ 2,304.34	\$ 14,500.00	\$ 370,607.61
				\$ 8,114,866.01
				\$ 864,869.19

MILEAGE, OFFICERS AND DIRECTORS

OF

STEAM RAILWAY COMPANIES



MILEAGE, OFFICERS AND DIRECTORS OF RAILWAY COMPANIES

**AMES AND COLLEGE RAILWAY COMPANY
PROPERTY OPERATED**

1. Railroad line represented by capital stock:
a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
I. Ames & College Ry.....	Ames, Iowa.....	Campus, Iowa....	1.98	1.98

OFFICERS

Title	Name	Location of Office
President	S. R. Dyer.....	Boone, Iowa.
Secretary	W. Chamberlain.....	Boone, Iowa.
General Counsel	S. R. Dyer.....	Boone, Iowa.
Auditor	W. Chamberlain.....	Boone, Iowa.
General Manager	J. L. Blake.....	Boone, Iowa.
General Freight Agent.....	C. H. Crooks.....	Boone, Iowa.
General Passenger Agent.....	C. H. Crooks.....	Boone, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
S. R. Dyer.....	Boone, Iowa.....	April 1, 1908.
C. E. Rice.....	Boone, Iowa.....	April 1, 1908.
W. H. Beun.....	Boone, Iowa.....	April 1, 1908.
C. O. Elbert.....	Boone, Iowa.....	April 1, 1908.
C. W. Kenworthy.....	Boone, Iowa.....	April 1, 1908.
W. Chamberlain	Boone, Iowa.....	April 1, 1908.

1. Total number of stockholders at date of last election, 7.
3. Postoffice address of general office, Ames, Iowa.
4. Postoffice address of operating office, Boone, Iowa.

THIRTIETH ANNUAL REPORT OF THE

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY
PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Atchison, Topeka & Santa Fe Ry. -----	Chicago (Stewart Ave.) Ill. -----	Near Needles, Cal. -----	1,929.51	
	Ottawa, Kas. -----	Texas State Line -----	398.02	
	Chanute Kas. -----	Longton, Kas. -----	44.18	
	Florence, Kas. -----	Winfield, Kas. -----	72.73	
	Newton, Kas. -----	Pauls Valley, I. T. -----	272.91	
	Hutchinson, Kas. -----	Kinsley, Kas. -----	88.63	
	La Junta, Colo. -----	Denver, Colo. -----	181.98	
	Isleta, N. M. -----	Deming, N. M. -----	220.40	
	Rincon, N. M. -----	Texas State Line -----	56.40	
	Kern Jct., Cal. -----	Point Richmond, Cal. -----	306.48	
	Barstow, Cal. -----	National City, Cal. -----	278.10	
	San Bernardino, Cal. -----	Orange, Cal. -----	47.20	3,879.54
1. b Atchison, Topeka & Santa Fe Ry. -----	Ancona, Ill. -----	Streator Jct., Ill. -----	30.73	
	Pekin Jct., Ill. -----	Pekin, Ill. -----	21.33	
	Lexington Jct., Mo. -----	St. Joseph, Mo. -----	76.40	
	St. Joseph, Mo. -----	Emporia Jct., Kas. -----	111.03	
	Holliday, Kan. -----	Topeka, Kas. -----	52.70	
	Wilder, Kas. -----	Hawthorne, Kas. -----	45.41	
	Lawrence, Kas. -----	Ottawa, Kas. -----	27.19	
	Burlingame, Kas. -----	Alma, Kas. -----	34.80	
	Osage City, Kas. -----	Quenemo, Kas. -----	19.42	
	Burlington Jct., Kas. -----	Gridley, Kas. -----	52.36	
	Colony, Kas. -----	Yates Center, Kas. -----	24.71	
	Chanute, Kas. -----	Chicopee, Kas. -----	57.71	
	Emporia, Kas. -----	Moline, Kas. -----	83.23	
	Madison Jct., Kas. -----	Benedict Jct., Kas. -----	40.57	
	Cherryvale, Kas. -----	Coffeyville, Kas. -----	17.98	
	Independence, Kas. -----	Cedarvale, Kas. -----	54.79	
	Havana, Kas. -----	Caney, Kas. -----	5.39	
	State Line, Kas. -----	Tulsa, I. T. -----	67.18	
	Strong City, Kas. -----	Bazar, Kas. -----	11.68	
	Neva, Kas. -----	Nebraska State Line -----	151.83	
	Abilene, Kas. -----	Salina, Kas. -----	22.56	
	Manchester, Kas. -----	Barnard, Kas. -----	43.56	
	Florence, Kas. -----	Ellinwood, Kas. -----	98.21	
	Little River, Kas. -----	Holyrood, Kas. -----	26.30	
	Augusta, Kas. -----	Wellington, Kas. -----	86.98	
	Newkirk, Okla. -----	Purcell, I. T. -----	143.40	
	Guthrie Jct., Okla. -----	Cushing Jct., Okla. -----	47.85	
	Ripley, Okla. -----	Esau Jct., Okla. -----	40.41	
	Seward, Okla. -----	Cashion, Okla. -----	10.60	
	Pauls Valley, I. T. -----	Lindsey, I. T. -----	24.18	
	Davis, I. T. -----	Sulphur, I. T. -----	9.28	
	Hutchinson, Kas. -----	Ponca City, Okla. -----	141.38	
	Wichita, Kas. -----	Pratt, Kas. -----	79.77	
	Mulvane, Kas. -----	Englewood, Kas. -----	166.38	
	Attica, Kas. -----	Medicine Lodge, Kas. -----	21.08	
	Wellington, Kas. -----	Caldwell, Kas. -----	20.44	
	Wellington, Kas. -----	Tonkawa, Okla. -----	43.36	
	Great Bend, Kas. -----	Scott City, Kas. -----	120.07	
	Larned, Kas. -----	Jetmore, Kas. -----	46.33	
	Canon Jct., Colo. -----	Rockvale, Colo. -----	36.21	
	Clelland, Colo. -----	Canon City, Colo. -----	6.83	
	Las Vegas, N. M. -----	Las Vegas Hot Springs N. M. -----	9.01	

BOARD OF RAILROAD COMMISSIONERS

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ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From--	To--		
Lamy, N. M.	Santa Fe, N. M.	18.13		
Socorro, N. M.	Magdalena, N. M.	27.39		
Nutt, N. M.	Lake Valley, N. M.	18.52		
Deming, N. M.	Silver City, N. M.	46.50		
Whitewater, N. M.	Santa Rita, N. M.	18.80		
Hanover Jct., N. M.	Fierro, N. M.	6.66		
Corcoran Jct., Cal.	Calwa Jct., Cal.	68.23		
San Bernardino, Cal	Highland Jct. via Mentone, Cal.	25.39		
Highgrove, Cal.	Temecula, Cal.	45.23		
Perris, Cal.	San Jacinto, Cal.	19.44		
Elsinore Jct., Cal.	Alberhill, Cal.	7.76		
Redondo Jct., Cal.	Redondo, Cal.	20.59		
Los Angeles Jct. Cal	Fallbrook, Cal.	18.05		
Escondido Jct., Cal	Escondido, Cal.	21.30	2,537.07	
2. R. G. & E. P. R. R.	El Paso, Tex.	20.17		
Western Arizona Ry.	Chloride, Ariz.	21.57		
California Eastern Ry.	Ivanpah, Cal.	45.21		
Barnwell & Searchlight Ry.	Searchlight, Nev.	23.00		
Randsburg Ry.	Johannesburg, Cal.	28.84		
Fresno County Ry.	Wahtoke, Cal.	6.68		
Oakdale Western Ry.	Oakdale, Cal.	6.80		
Oakland & East Side R. R.	Oakland, Cal.	11.32	169.89	
3. Southern Pacific R. R.	Mojave, Cal.		242.55	
5. C. & W. I. R. R.				
T., P. & W. Ry.	Stewart Ave. Chicago	1.43		
K. C. Belt Ry.	Pekin Jct., Ill.	5.91		
Union Depot Co.	Kansas City, Mo.	6.80		
Union Depot Co.	Kansas City Terminal, Mo.	.16		
St. Joseph Terminal R. R.	Kansas City, Mo.	.03		
C., R. I. & P. Ry.	St. Joseph, Mo.	.31		
Atchison Bridge	St. Joseph, Mo.	.07		
Atchison U. D. & R. R.	St. Joseph, Mo.			
Missouri Pac. Ry.	Winthrop, Mo.	19.56		
C. & N. W. Ry.	Atchison, Kas.	.80		
Midland Valley R. R.	Atchison, Kas.	.12		
Union Depot Co.	Caney, Kas.			
Colorado & Southern Ry.	Kansas State Line	1.85		
Southern Pac. R. R.	Superior, Neb.	2.58		
Total	Tulsa, I. T.	.75		
	Denver, Colo.	.17		
	Denver, Colo.	.05		
	Mojave, Cal.		67.01	106.25
				6,926.30

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
President	E. P. Ripley.....	Chicago.
Assistant to President.....	A. H. Payson.....	San Francisco.
Second Vice President.....	J. W. Kendrick.....	Chicago.
Third Vice President.....	Geo. T. Nicholson.....	Chicago.
Fourth Vice President.....	W. B. Jansen.....	Chicago.
Secretary and Treasurer.....	E. L. Copeland.....	Topeka.
Assistant Secretary	L. C. Deming.....	New York.
Assistant Secretary	W. J. Eddy.....	Chicago.
Assistant Treasurer	H. W. Gardiner.....	New York.
General Counsel	Walker D. Hines....	New York.
Comptroller	D. L. Gallup.....	New York.
Deputy Comptroller	A. E. Waterhouse...	New York.
General Auditor	W. E. Bailey.....	Chicago.
Assistant General Auditor.....	J. E. Baxter.....	Chicago.
Auditor of Disbursements.....	A. L. Conrad.....	Topeka.
Freight Auditor	A. A. Hayes.....	Topeka.
Assistant Freight Auditor.....	E. L. Mooney.....	Topeka.
Ticket Auditor	J. F. Mitchell.....	Topeka.
Consulting Auditor	H. C. Whitehead.....	Chicago.
General Manager	J. E. Hurley.....	Topeka.
Chief Engineer, System.....	W. B. Storey, Jr....	Chicago.
Chief Engineer	C. A. Morse.....	Topeka.
Consulting Engineer	James Dun.....	Chicago.
General Superintendent	F. C. Fox.....	Topeka.
General Superintendent	R. J. Parker.....	La Junta.
Superintendent of Telegraph.....	C. H. Gaunt.....	Topeka.
Signal Engineer	T. S. Stevens.....	Topeka.
Superintendent of Transportation	C. W. Kouns.....	Chicago.
Car Accountant	J. W. Nowers.....	Topeka.
Superintendent of Motive Power.....	Alfred Lovell.....	Chicago.
Asst. Supt. of Motive Power.....	H. W. Jacobs.....	Topeka.
General Purchasing Agent.....	W. E. Hodges.....	Chicago.
Asst. General Purchasing Agent.....	M. J. Collins.....	Chicago.
Asst. General Purchasing Agent.....	F. E. Connors.....	Chicago.
General Solicitor	Gardiner Lathrop....	Chicago.
General Attorney	Robert Dunlap.....	Chicago.
General Attorney	F. T. A. Junkin.....	Chicago.
Claims Attorney	J. D. M. Hamilton...	Topeka.
Tax Commissioner	E. T. Cartlidge.....	Topeka.
Chief Surgeon	J. P. Kaster.....	Topeka.
Freight Traffic Manager.....	J. E. Gorman.....	Chicago.
Asst. Freight Traffic Manager....	F. B. Houghton.....	Chicago.
Asst. Freight Traffic Manager....	E. Chambers.....	San Francisco.
Passenger Traffic Manager.....	W. J. Black.....	Chicago.
Asst. Passenger Traffic Manager.....	J. J. Byrne.....	Los Angeles.
Assistant Traffic Manager.....	W. A. Bissell.....	San Francisco.
General Freight Agent.....	J. R. Koontz.....	Topeka.
Asst. General Freight Agent.....	R. G. Merrick.....	Topeka.
Asst. General Freight Agent.....	F. C. Maegly.....	Chicago.
Asst. General Freight Agent.....	F. H. Manter.....	Chicago.
Asst. General Freight Agent.....	C. W. Cook.....	Chicago.
Asst. General Freight Agent.....	J. J. Coleman.....	Chicago.
General Passenger Agent.....	J. M. Connell.....	Topeka.
Asst. General Passenger Agent..	E. J. Shakeshaft...	Topeka.
General Baggage Agent.....	P. Walsh.....	Topeka.

ORGANIZATION

Names of Directors	Address	Date of Expiration of Term
H. Rieman Duval.....	New York.....	1907
Thomas P. Fowler.....	New York.....	1907
Charles S. Gleed.....	Topeka	1907
Victor Morawetz	New York.....	1907
Edward J. Berwind.....	New York.....	1908
John G. McCullough.....	Vermont	1908
Henry C. Frick.....	Pittsburg	1908
Andrew C. Jobes.....	Wichita, Kans.....	1908
Benjamin P. Cheney.....	Boston	1909
George G. Haven.....	New York.....	1909
Henry H. Rogers.....	New York.....	1909
Howel Jones	Topeka	1910
Edward P. Ripley.....	Chicago	1910
Byron L. Smith.....	Chicago	1910
Charles Steele	New York.....	1910

Note—Term of director expires at the annual election in the year opposite name.

1. Total number of stockholders at date of last election, 17,424.
2. Date of last meeting of stockholders for election of directors, October 25, 1906.
3. Postoffice address of general office, Topeka, Kansas.
4. Postoffice address of operating office, Topeka, Kansas.

THIRTIETH ANNUAL REPORT OF THE

CHICAGO, ANAMOSA & NORTHERN RAILWAY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Chicago, Anamosa & Northern Ry. -----	Anamosa -----	Coggon -----	19.60 -----	

OFFICERS

Title	Name	Location of Office
President	Henry Kiene	Dubuque, Iowa.
First Vice President.....	Peter Kiene.....	Dubuque, Iowa.
Secretary	T. W. Ruete.....	Dubuque, Iowa.
Treasurer	C. H. Eighmey.....	Dubuque, Iowa.
Assistant Treasurer	Paul Kiene.....	Anamosa, Iowa.
Attorney, or General Counsel....	H. C. Kenline.....	Dubuque, Iowa.
General Manager	John Wunderlich....	Anamosa, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Peter Kiene	Dubuque, Iowa.....	January 18, 1908.
C. H. Eighmey.....	Dubuque, Iowa.....	January 18, 1908.
T. W. Ruete.....	Dubuque, Iowa.....	January 18, 1908.
Henry Kiene	Dubuque, Iowa.....	January 18, 1908.
B. A. Scott.....	Detroit, Mich.....	January 18, 1908.

1. Total number of stockholders at date of last election, 5.
2. Date of last meeting of stockholders for election of directors, January, 18, 1907.
3. Postoffice address of general office, Anamosa, Iowa.
4. Postoffice address of operating office, Anamosa, Iowa.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From--	To--		
1. a Chicago, Burl. & Quincy R.R. Burl. & Mo. R. R. in Neb....	Chicago, Ill..... Galesburg, Ill. Galesburg, Ill. Pacific Jet., Ia....	Pacific Jet. Ia..... Quincy, Ill. Peoria, Ill. Kearney, Neb. --	474.65 99.91 52.77 195.68	822.41
1. b Chicago, Burl. & Quincy R.R. Peoria & Hannibal R. R.... Chicago & Iowa R. R.... Chicago, Rock & Mo. R. R.... Ottawa, Osw. & Fox R. R.... Ill. Valley & Nor. R. R.... Chicago & Rock River R. R.... Joliet, Rock & Nor. R. R.... Ill. Grand Trunk R. R.... Dixon, Peoria & Han. R. R.... Galesburg & Rio R. R.... American Central R. R.... Dixon & Quincy R. R.... Carthage & Burl. R. R.... Quincy & Warsaw R. R.... St. L., R. I. & Chicago R. R.... Jackson & Concord R. R.... Jackson & St. Louis R. R.... Northern & Sou. Ill. R. R.... F. C. N. G.... Quincy, Alton & St. L. R. R.... Albia, Knoxville & D. M.... Des M. & Knoxville R. R.... Chicago, Ft. M. & D. M. R.R.... Burl. & Mo. R. R.... Leon, Mt. Ayr & S. W. R. R.... St. Jos. & Des M. R. R.... Grant City & Sou. R. R.... Char., Des M. & Sou. R. R.... Creston & Nor. R. R.... Western Iowa R. R.... Brownville & Nod. Val. R. R.... Clarinda, Colo. Sp. & SW.... Red Oak & Atl. R. R.... Neb. City & Nor. E. R. R.... Hastings & Avoca R. R.... Chicago, Burl. & Nor. R.R.	W. Chicago, Ill. Lewiston, Ill. Rushville, Ill. So. Aurora, Ill. Flag Center, Ill. Geneva Streator, Ill. Walnut, Ill. Shabbona, Ill. Sheridan Jct. Mendota, Ill. Buda, Ill. Galesburg, Ill. Galva, Ill. Keithsburg Jct. Carthage Jct. Carthage Sterling Rock Island Gladstone Concord Jacksonville Centralia Galesburg Quincy Albia, Ia. Knoxville, Ia. Ft. Madison, Ia. Chariton, Ia. Creston, Ia. Fontanelle, Ia. Villisca, Ia. Clarinda, Ia. Red Oak, Ia. Leon, Ia. Bethany, Ia. Albany, Mo. Grant City, Mo. Burl. Jct., Mo. Northboro, Ia. Griswold, Ia. Sidney, Ia. Carson, Ia. Oregon, Ill. Fulton, Ill. E. Winona, Wis. Galena Jct. At Dubuque, Ia.	12.35 80.18 82.66 78.45 23.50 67.25 59.52 47.98 19.54 65.40 44.82 12.28 50.63 6.25 71.21 40.44 228.68 17.13 9.96 111.96 52.30 57.29 46.88 32.97 32.92 55.93 36.54 44.61 89.17 57.72 45.56 46.18 19.93 30.49 27.50 20.83 35.08 17.85 18.04 31.18 15.79 319.42 16.40 1.34 3.02 .58		

THIRTIETH ANNUAL REPORT OF THE

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Republican Valley R. R.	York, Neb.	Central City, Neb.	41.35	
	Nemaha, Neb.	Salem, Neb.	17.73	
	Nemaha, Neb.	Beatrice, Neb.	65.19	
	Beatrice, Neb.	Wymore, Neb.	11.00	
	Hastings, Neb.	Colo. State Line	269.41	
	Aurora, Neb.	Gr. Island, Neb.	15.51	
	Aurora, Neb.	Hastings, Neb.	37.75	
	Table Rock	Lester, Neb.	143.30	
	Omaha, Neb.	Oreapolis, Neb.	16.00	
	Crete, Neb.	Beatrice, Neb.	31.04	
	Pappio, Neb.	Gilmore Jct., Neb.	3.37	
	Nemaha, Neb.	York, Neb.	136.53	
	Neb. Cy. Bdg. Line		5.08	
	Lincoln, Neb.	Columbus, Neb.	72.49	
	Atchison, Kas.	Lincoln, Neb.	144.05	
	Rulo Bdg. Line		3.42	
	Napier, Mo.	Roswell, Mo.	5.96	
	Chester, Neb.	Fairmont, Neb.	45.19	
	Kenesaw, Neb.	Oxford, Neb.	60.07	
	De Witt, Neb.	Colo. State Line	268.32	
	Edgar, Neb.	Superior, Neb.	28.52	
	Odell, Jct.	Concordia, Kan.	71.04	
	Republican, Neb.	Oberlin, Kan.	78.25	
	Orleans, Neb.	Kan. State Line	59.01	
	Colo. St. Line, Neb	Denver, Colo.	174.00	
	Colo. St. Line, Neb	Wyo. St. Line, Col.	144.00	
	Colo. St. Line, Wyo	Cheyenne Wyo.	30.91	
	Neb. State Line	St. Francis, Kas.	74.18	
	Central City, Neb.	Ericson, Neb.	68.04	
	Greeley Center, Neb	Burwell, Neb.	40.38	
	Palmer, Neb.	Sargent, Neb.	73.29	
	Grand Island, Neb	Wyo. St. Line, S.D.	471.52	
	Edgemont Jct., S.D.	Deadwood, S. D.	106.40	
	Minnekahna, S. D.	Hot Springs	13.24	
	Eaglewood, S. D.	Spearfish, S. D.	31.01	
	Hill City Jct.	Keystone, S. D.	9.50	
	Stromsburg, Neb.	Alma, Neb.	149.53	
	McColl Jct., Neb.	K C & O Jct., Neb	48.58	
	Wyo. St. Line, Neb	Mont. St. Line,		
	Newcastle, Wyo.	Wyo.	229.50	
	Mont. State Line	Cambrria, Wyo.	7.00	
	Denver, Colo.	Huntley, Mont.	101.74	
	Burns Jct., Colo.	Utah Jct., Colo.	3.00	
	Culbertson, Neb.	Lyons, Colo.	52.07	
	Omaha, Neb.	Imperial, Neb.	49.17	
	At So. Omaha, Neb	Schuylar, Neb.	80.59	
	Alliance Jct.		.00	
	Northport, Neb.	Guernsey, Wyo.	137.08	
	Colo.-Neb St. Line	Colo. State Line	53.22	
	Union, Colo.	Sterling, Colo.	27.05	
	Toluca, Mont.	Brush, Colo.	11.39	
	Lend, S. D.	Cody, Wyo.	130.15	
	Bucks	Piedmont, S. D.	36.57	
	Frannie	Este, S. D.	18.21	
	Ashland Jct.	Worland	91.04	
	Alexandria, Mo.	Sioux City Jct.	108.90	
	Van Wert, Ia.	Van Wert, Ia.	148.71	
	Shenandoah, Ia.	Shenandoah, Ia.	95.24	
	Des Moines, Ia.	Gainsville, Mo.	105.08	
	Hannibal, Mo.	St. Joseph, Mo.	206.52	
	At St. Joseph		9.37	
	At Quincy, Ill.	At Quincy, Ill.	1.04	
	Quincy, Ill.	Palmyra Jct.	12.06	
	At Quincy, Ill.		1.08	
	Cameron Jet, Mo.	Kansas City, Mo.	58.09	
	Burlington, Ia.	Keokuk, Ia.	42.38	
	Keokuk, Ia.	St. Louis, Mo.	107.18	
	Old Monroe	Felton	68.97	

BOARD OF RAILROAD COMMISSIONERS

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CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Keokuk & N. W. R. R. Kan. C'y, St. J. & C. B. R.R.	Mt. Pleasant Jct... Kansas City, Mo... E. Leavenworth Armour, Mo. Amazonia, Mo. Bigelow, Mo. Corning, Mo. Viele, Ia. Moulton, Ia. Sedan, Ia. Mediapolis, Ia. Oskaloosa, Ia. Winfield, Ia. Pluma, S. D. Kirk, S. D. Nevada Gulch Line White Tail above Extension up North Galena Jct., S. D..	Keokuk, Ia. Council Bluffs, Ia. Stillings, Mo. Winthrop, Mo. Hopkins, Mo. Burlington Jct. Northboro, Ia. Bloomfield, Ia. Carrollton, Mo. Morcyville, Mo. Oskaloosa, Ia. Tracey, Ia. Washington, Ia. Lead City, S. D. Terry, S. D. Nevada Fork of White Tail Galena, S. D.	48.01 190.89 1.05 3.81 50.44 31.54 27.61 59.79 121.34 52.04 90.82 18.16 18.84 3.00 3.60 2.56 1.67 .90 6.95	7,887.00
Nodaway Valley R. R. Tarkio Valley R. R. C. B. & K. C. R. R.				
Iowa & St. Louis R. R. Burl. & Wes. R. R.				
Burl. & N. W. R. R. Deadwood Central R. R.				
5. Penn. R. R. Ill. Central R. R. Dun. & Dub. Bdg. Co. C. & N.-W. Ry. C., C., C. & St. L. Ry. D., R. I. & N. W. Ry. Wabash R. R. Union Pacific Ry.	At Chicago, Ill. Portage Curve E. Dubuque, Ill. E. Dubuque, Ia. Clinton, Ia. E. Alton, Ill. Rock Island, Ill. Bloomfield, Ia. U. P. Transfer Gilmore, Neb. Sterling, Colo. St. Paul, Minn. At St. Paul At Minneapolis E. Winona, Wis. At St. Louis, Mo. At Hannibal, Mo. At Hannibal, Mo. At Keokuk, Ia. At Louisiana, Mo. At Kansas City Winthrop, Mo. At Atchison, Kan. Stillings, Mo. At So. Omaha, Neb Utah Jct., Colo. Huntley, Mont. At Carson, Ia. E. Louisiana, Ill. Burlington, Ia. At Stromsburg, Neb K.C. & O. Jct., Neb At Fairfield, Neb. At Des Moines, Ia. At Milan, Mo. At Felton, Mo. At Jacksonville At Jacksonville Wann West Alton At Sioux City Sioux City Jct. At Sioux City	E. Dubuque, Ill. Dubuque, Ia. Clinton, Ia. E. St. Louis, Ill. Clinton, Ia. Moulton, Ia. Omaha, Neb. So. Omaha, Neb. Union, Colo. Minneapolis, Minn .58 2.31 .98 to E. St. Louis, Ill .30 .44 .06 .34 .30 .30 State Line .30 Leavenworth, Kas. .41 Burns Jct., Colo. Billings, Mont. Louisiana, Mo. Mediapolis, Ia. Endicott, Neb. 2.65 2.89 .59 .08 .07 .48 Alton Wann Jct. with Combina- tion bridge track At Sioux City	1.29 12.41 1.12 .98 19.05 28.02 14.11 2.79 4.54 23.67 11.65 .58 2.31 .98 7.03 .30 .44 .06 .34 .30 .30 .30 .30 .10 1.73 .41 11.30 12.62 .28 2.07 18.77 .29 12.00 2.65 2.89 .59 .08 .07 .48 4.27 2.69 .58 8.19 1.18	\$15.00
Des Moines Union R. R. Co. Quincy, Omaha & K. C. Ry. Chicago & Alton R. R. Jacksonville Midland C., P. & St. L. Ry. Chicago & Alton R. R. M. & I. B. & B. R. R. C., M. & St. P. Ry. Great Northern Rd.				
Combination Bridge Co.				
Total				8,875.07

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
President	Geo. B. Harris.....	Chicago, Ill.
Assistant to President.....	W. W. Baldwin.....	Burlington, Iowa.
First Vice President.....	D. Miller.....	Chicago, Ill.
Second Vice President.....	D. Willard.....	Chicago, Ill.
Secretary	T. S. Howland.....	Chicago, Ill.
Treasurer	T. S. Howland.....	Chicago, Ill.
General Counsel	J. W. Blythe.....	Burlington, Iowa.
General Solicitor	C. M. Dawes.....	Chicago, Ill.
General Solicitor	C. F. Manderson.....	Omaha, Nebr.
General Solicitor	O. M. Spencer.....	St. Joseph, Mo.
General Auditor	C. L. Sturgis.....	Chicago, Ill.
Assistant General Auditor.....	Geo. B. Dunbar.....	Chicago, Ill.
Auditor	W. P. Durkee.....	Omaha, Nebr.
General Manager	J. M. Gruber.....	Chicago, Ill.
General Manager	G. W. Holdredge.....	Omaha, Nebr.
Chief Engineer	T. E. Calvert.....	Chicago, Ill.
General Superintendent	H. D. Judson.....	Chicago, Ill.
General Superintendent	W. B. Throop.....	Burlington, Iowa
General Superintendent	Geo. T. Ross.....	St. Louis, Mo.
General Superintendent	H. E. Byram.....	Lincoln, Nebr.
General Superintendent	L. B. Allen.....	Alliance, Nebr.
Superintendent of Telegraph.....	W. W. Ryder.....	Chicago, Ill.
Freight Traffic Manager.....	G. H. Crosby.....	Chicago, Ill.
General Freight Agent.....	W. B. Hamblin.....	Chicago, Ill.
General Freight Agent.....	W. Gray.....	St. Louis, Mo.
General Freight Agent.....	C. E. Spens.....	Omaha, Nebr.
Asst. General Freight Agent.....	E. R. Puffer.....	Chicago, Ill.
Asst. General Freight Agent.....	Geo. Morton.....	Chicago, Ill.
Asst. General Freight Agent.....	G. P. Lyman.....	St. Paul, Minn.
Asst. General Freight Agent.....	A. L. West.....	St. Joseph, Mo.
Asst. General Freight Agent.....	A. B. Smith.....	Omaha, Nebr.
Asst. General Freight Agent.....	F. Montmorency.....	Omaha, Nebr.
Asst. General Freight Agent.....	W. W. Johnston.....	Omaha, Nebr.
Asst. General Freight Agent.....	W. A. Holley.....	Chicago, Ill.
Passenger Traffic Manager.....	P. S. Eustis.....	Chicago, Ill.
General Passenger Agent.....	Jno. Francis.....	Chicago, Ill.
General Passenger Agent.....	L. W. Wakeley.....	Omaha, Nebr.
Asst. General Passenger Agent...	F. E. Bell.....	Chicago, Ill.
Asst. General Passenger Agent...	W. A. Lalor.....	St. Louis, Mo.
Asst. General Passenger Agent...	J. E. Buckingham...	Omaha, Nebr.
General Baggage Agent.....	John De Witt.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
John F. Talmage.....	New York City.....	November 6, 1907.
George F. Baker.....	New York City.....	November 6, 1907.
George C. Clark.....	New York City.....	November 6, 1907.
William P. Clough.....	New York City.....	November 6, 1907.
George B. Harris.....	Chicago, Ill.....	November 6, 1907.
James J. Hill.....	St. Paul, Minn.....	November 6, 1907.
James N. Hill.....	New York City.....	November 6, 1907.
John J. Mitchell.....	Chicago, Ill.....	November 6, 1907.
Chas. E. Perkins.....	Burlington, Iowa....	November 6, 1907.
Norman B. Ream.....	New York City.....	November 6, 1907.
Samuel Thorne	New York City.....	November 6, 1907.

1. Total number of stockholders at date of last election, 422.
2. Date of last meeting of stockholders for election of directors, November 7, 1906.
3. Postoffice address of general office, 209 Adams St., Chicago, Ill.
4. Postoffice address of operating office, 209 Adams St., Chicago, Ill.

CHICAGO GREAT WESTERN RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Chicago Great Western Ry.	Minneapolis Depot. St. Paul, Minn. Galena Jct., Ill. Oelwein, Ia. Freight Line thru Pass. Line through So. Des Moines, Ia. Bee Creek, Mo.	M. & St. L. Ry. Dubuque, Ia. Forest Home, Ill. Des Moines, Ia. gh Des Moines, Ia Des Moines, Ia. St. Joseph, Mo. Beverly, Mo.	.41 252.80 147.31 130.32 2.48 .33 156.42 22.92	718.90
1. b Mantorville Branch DeKalb Branch Cedar Falls Branch	Eden, Minn. Sycamore, Ill. Wilson Jct., Ia.	Mantorville, Minn De Kalb, Ill. Cedar Falls, Ia.	6.95 5.81 7.48	20.24
2. De Kalb Great Western	Included in b.			738.28
3. None.				
4. None.				
5. Minneapolis & St. Louis Ry. St. Paul & Northern Pacific St. Paul Union Depot Co. Dubuque & Dunleith Bridge Co. Illinois Central R. R. Chicago, Burlington & North- ern Ry. Chicago Terminal Transfer Co. Des Moines Union Ry. Chicago, Burlington & Quin- cy Ry. Kansas City, St. Joe & Coun- cil Bluffs Ry. St. Joe Terminal Atchison, Topeka & Santa Fe Ry. Chicago, Rock Island & Pa- cific Ry. Leavenworth Br. & Terminal Ry. Leavenworth, Topeka & S. W. Ry. Atchison, Topeka & Santa Fe Ry	In Minneapolis Minneapolis In St. Paul Dubuque, Ia. East Dubuque, Ill. Portage Curve, Ill. Forest Home, Ill. In Des Moines, Ia. In Des Moines, Ia. In St. Joseph, Mo. In St. Joseph, Mo. St. Joseph, Mo. Beverly, Mo. Stillings, Mo. Stillings, Mo. Leavenworth, Kan. Leavenworth, Kan. S. Leavenworth, Kan. Soldiers' Home, Kan. Kansas City, Kas.	.11 9.80 .69 .59 13.22 .51 10.34 2.23 .52 .81 .40 7.66 3.66 1.38 1.40 2.30 27.81 2.20		
Kansas City & Northwestern Suburban Belt Ry.	Kansas City, Kas.	2.20	85.13	
Total				818.86

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	A. B. Stickney.....	St. Paul, Minn.
President	A. B. Stickney.....	St. Paul, Minn.
First Vice President.....	Ansel Oppenheim.....	New York, N. Y.
Second Vice Pres. and Gen. Mgr..	S. C. Stickney.....	St. Paul, Minn.
Third Vice President.....	L. S. Cass.....	St. Paul, Minn.
Secretary	R. C. Wight.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
General Counsel	F. B. Kellogg.....	St. Paul, Minn.
General Attorney	A. G. Briggs.....	St. Paul, Minn.
Auditor	C. O. Kalman.....	St. Paul, Minn.
General Manager	See 2d Vice-President	
Chief Engineer	W. H. Chadbourn.....	St. Paul, Minn.
General Superintendent	G. A. Goodell.....	St. Paul, Minn.
Division Superintendent	C. E. Dafoe.....	St. Paul, Minn.
Division Superintendent	C. P. Stembel.....	Chicago, Ill.
Division Superintendent	C. L. Nichols.....	Des Moines, Iowa.
General Freight Agent.....	W. E. Pinckney.....	St. Paul, Minn.
Asst. General Freight Agent.....	G. F. Thomas.....	St. Paul, Minn.
Asst. General Freight Agent.....	E. E. Watson.....	St. Paul, Minn.
Asst. General Freight Agent.....	F. H. Tibbetts.....	Chicago, Ill.
Asst. General Freight Agent.....	J. C. Ilse.....	Chicago, Ill.
Asst. General Freight Agent.....	C. R. Berry.....	St. Joseph, Mo.
General Passenger Agent.....	J. P. Elmer.....	St. Paul, Minn.
Asst. General Passenger Agent..	R. F. Malone.....	St. Paul, Minn.
General Ticket Agent.....	J. P. Elmer.....	St. Paul, Minn.
Asst. General Ticket Agent.....	R. F. Malone.....	St. Paul, Minn.
General Baggage Agent.....	G. T. Spilman.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Frederick Weyerhauser	St. Paul, Minn.....	September, 1907.
A. B. Stickney.....	St. Paul, Minn.....	September, 1907.
Ansel Oppenheim	St. Paul, Minn.....	September, 1908.
J. W. Lusk.....	St. Paul, Minn.....	September, 1909.
S. C. Stickney.....	St. Paul, Minn.....	September, 1909.
R. C. Wight.....	St. Paul, Minn.....	September, 1909.
C. O. Kalman.....	St. Paul, Minn.....	September, 1907.
T. H. Wheeler.....	New York, N. Y.....	September, 1908.
H. E. Fletcher	Minneapolis, Minn...	September, 1908.

1. Total number of stockholders at date of last election, 5,263.
2. Date of last meeting of stockholders for election of directors, September 6, 1906.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn.

MASON CITY & FORT DODGE RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From--	To--		
1. a Mason City & Ft. Dodge R. R. Co. -----	Hayfield, Minn. --- Clarion, Ia. --- Ft. Dodge, Ia. --- Oelwein, Ia. --- Spur to Ft. Dodge	Clarion, Ia. ----- Ft. Dodge, Ia. --- Council Bluffs, Ia. --- Clarion, Ia. ----- Depot -----	99.71 28.05 133.90 98.09 .79	359.54
1. b Lehigh Branch ----- Coalville Branch -----	Ft. Dodge, Ia. --- Carbon Jct., Ia. -----	Lehigh, Ia. ----- Coalville, Ia. -----	15.69 2.90	18.59
2. None.				378.13
3. None.				
4. None.				
5. Union Pacific Ry. -----	Council Bluffs, Ia. Omaha, Neb. -----	Omaha, Neb. ----- So. Omaha, Neb. -----	8.11 5.01	8.19
Total -----				386.26

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
President	A. B. Stickney.....	St. Paul, Minn.
Vice President	G. H. Prince.....	St. Paul, Minn.
Secretary	P. C. Weed.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
Assistant Secretary	O. Cornelisen.....	St. Paul, Minn.
Attorney, or General Counsel.....	A. G. Briggs.....	St. Paul, Minn.
Auditor	C. O. Kalman.....	St. Paul, Minn.
General Manager	S. C. Stickney.....	St. Paul, Minn.
Chief Engineer	W. H. Chadbourn.....	St. Paul, Minn.
General Superintendent	G. A. Goodell.....	St. Paul, Minn.
Division Superintendent	L. M. Shipley.....	Clarion, Iowa.
General Freight Agent.....	W. E. Pinckney.....	St. Paul, Minn.
General Passenger Agent.....	J. P. Elmer.....	St. Paul, Minn.
General Ticket Agent.....	J. P. Elmer.....	St. Paul, Minn.
General Baggage Agent.....	G. T. Spillman.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
A. B. Stickney.....	St. Paul, Minn.....	September 17, 1907
G. H. Prince.....	St. Paul, Minn.....	September 17, 1907
Oliver Crosby	St. Paul, Minn.....	September 17, 1907
A. H. Lindeve.....	St. Paul, Minn.....	September 17, 1907
G. W. Wattles.....	St. Paul, Minn.....	September 17, 1907

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors.
September 17, 1906.
3. Postoffice address of general office, Ft. Dodge, Iowa.
4. Postoffice address of operating office, St. Paul, Minn.

WISCONSIN, MINNESOTA & PACIFIC RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Wisconsin, Minnesota & Pacific R. R. -----	Mankato, Minn. --- Red Wing, Minn. ---	Red Wing, Minn. --- Osage, Ia. -----	95.70 118.20	213.90
1. b Wisconsin, Minnesota & Pacific R. R. -----	Winona, Minn. --- Claybank Jet., Minn Red Wing, Minn. ---	Simpson, Minn. --- Claybank, Minn. --- Sewer Pipe Works	54.20 8.00 .90	57.10
Total -----	-----	-----	-----	271.00

OFFICERS

Title	Name	Location of Office
President	F. B. Kellogg.....	St. Paul, Minn.
First Vice President.....	A. B. Stickney.....	St. Paul, Minn.
Secretary	G. F. Philleo.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
Assistant Secretary	Homer L. Parr.....	New York, N. Y.
General Solicitor	F. B. Kellogg.....	St. Paul, Minn.
Auditor	C. O. Kalman.....	St. Paul, Minn.
General Manager	S. C. Stickney.....	St. Paul, Minn.
Chief Engineer	W. H. Chadbourn...	St. Paul, Minn.
General Superintendent	G. A. Goodell.....	St. Paul, Minn.
Division Superintendent	C. L. Weston.....	Red Wing, Minn.
General Freight Agent.....	W. E. Pinckney.....	St. Paul, Minn.
Asst. General Freight Agent.....	E. E. Watson.....	St. Paul, Minn.
General Passenger Agent.....	J. P. Elmer.....	St. Paul, Minn.
Asst. General Passenger Agent...	R. F. Malone.....	St. Paul, Minn.
General Ticket Agent.....	J. P. Elmer.....	St. Paul, Minn.
Asst. General Ticket Agent.....	R. F. Malone.....	St. Paul, Minn.
General Baggage Agent.....	G. T. Spillman.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. B. Kellogg.....	St. Paul, Minn.	
A. B. Stickney.....	St. Paul, Minn.	
R. C. Wight.....	St. Paul, Minn.	
Kenneth Clark	St. Paul, Minn.	
C. A. Severance.....	St. Paul, Minn.	

1. Total number of stockholders at date of last election, 6.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn.

THIRTIETH ANNUAL REPORT OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

MILES OF ROAD BY STATES JUNE 30, 1907

Name	Terminal		Total
	From -	To -	
Chicago & Milwaukee Division			82.48
Chicago	Chicago		45.08
Rondout	Janesville		37.92
Libertyville	Branch		32.67
Chicago	Llewellyn Park		34.57
		13.75	
Chicago & Evanston Division			66.34
Chicago & Council Bluffs Division (in Illinois)			13.75
North Chicago Junction	Pacific Junction		1.68
Galewood	Savanna		1.39
Savanna	Dunning		1.13
Savanna	Iowa Line		2.30
Ashdale	East Moline		47.70
	Ebner		15.10
Chicago & Council Bluffs Division (in Iowa)			348.46
Illinois Line	Council Bluffs		348.46
Sabula Junction	Green Island		11.90
Green Island	Brown		11.88
Elk River Junction	Clinton		10.58
Davenport	Connection		64
Davenport	Jackson Junction		159.37
Eldridge	Hurstsville		31.61
Paralta	Farley		43.68
Marion	Ottumwa		97.00
Ottumwa Junction	Coburg		68.97
Sudbury	Rutledge		140.57
			76.30

BOARD OF RAILROAD COMMISSIONERS

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Racine & Southwestern Division	Racine	119.94
Janesville	Elkhorn	13.88
Rockton	Green Island	16.59
Belleview	Turkey River Jct.	14.94
Waukon Junction	Reno	149.43
Preston	North Milwaukee	35.77
Green Bay	Green Bay	58.84
Hilbert Junction	Menasha	22.95
Oconto Junction	Oconto	37.77
Ellis Junction	Menominee	4.46
Waupaca	Girard Junction	253.20
Channing	Ontanogan	4.46
Kelso	Crystal Falls	57.77
Milwaukee (Reed St.)	La Crosse	57.73
Watertown Junction	Madison	18.80
Portage City	East Madison	16.59
Viroqua Junction	Viroqua	30.44
North La Crosse	Onalaska	11.94
Merrill Park	North Milwaukee	1.39
Chestnut St., Milwaukee	Portage City	22.61
Beaver Dam	Branch	11.94
Fox Lake	Rock	2.61
Cement Line Junction	North Lake	1.39
Granville	Fond du Lac	30.44
Iron Ridge	Berlin	30.44
Horicon	Markesan	43.30
Brandon	Oshkosh	11.94
Ripon	Winneconne	11.94
Rush Lake Junction	Babcock	19.09
New Lisbon	Babcock	14.89
Tomah	Star Lake	31.68
Babcock	Pittsville	28.73
Babcock	Vesper	151.58
Pittsville Junction	Romadka	9.97
Dexterville	Branch	8.42
Nekoosa	Helneman	2.88
Otis	Gleason	7.80
Heineman	Southward	8.56
Gleason	St. Paul	20.44
North La Crosse	Minneapolis	1.39
St. Paul	Stillwater	128.43
St. Croix Junction		8.30
		22.62
Dubuque Division		
Superior Division		
La Crosse Division		
Northern Division		
Wisconsin Valley Division		
River Division		

THIRTIETH ANNUAL REPORT OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY—CONTINUED

Name	From—	To—	Terminals	Total
Wabasha Division Chippewa Valley Division	Wabasha Wabasha Red Cedar Junction South Minneapolis Ortonville Junction	Hastings Hastings Hopkins Glencoe Milbank Andover Ortonville Mitchell Aberdeen Aberdeen Rowdell Roscoe Eureka Roscoe La Crescent Woonsocket Wells Madison Milwaukee Prairie du Chien Mazominie Lone Rock Milton Brookhead Warren Calumine Culmar Conover Austin Faribault Northfield Farmington Mendota	Zumbrota Chippewa Falls Menominie Ortonville Aberdeen Benton Junction Lake Minnetonka Hutchinson Sisseton Harlem Fargo Aberdeen Edgeley Bowdle Everts Eureka Linton Orient Woonsoccket Wessington Springs Mankato Bristol Colton Prairie du Chien North McGregor Prairie du Sac Richland Center Shullsburg New Glarus Mineral Point Platteville Minneapolis Decorah Mason City Zumbrota Cannon Junction Mankato St. Paul	61.91 63.05 16.38 17.87 108.49 63.71 13.47 33.71 7.81 13.45 37.21 38.71 1.28 128.65 164.88 97.08 33.41 36.91 110.97 138.45 86.91 7.84 11.47 107.02 17.27 1.47 33.71 17.30 46.90 60.40 31.61 32.72 57.02 37.47 36.80 35.10 40.90 97.30 15.54 33.30 108.02 19.12 195.36 1.14 1.12 10.87 16.22 76.81 22.78 1.01 81.28 17.11 41.38 10.00 27.95 11.31 33.47 31.98 55.48 6.56
Hastings & Dakota Division				
Fargo Division				
James River Division				
Southern Minnesota Division				
Prairie du Chien Division				
Mineral Point Division				
Iowa & Minnesota Division				
Missouri				
North Dakota				
South Dakota				
Minnesota				
Wisconsin				
Iowa				
Minnesota				
North Dakota				
South Dakota				
Missouri				
Michigan				
Total				

BOARD OF RAILROAD COMMISSIONERS

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Iowa & Dakota Division	North McGregor	Chamberlain
Murdo MacKenzie	Westward	441.26
Beulah	Elkader	110.97
Rapid City, S. D.	Eastward	19.20
Spencer	Spirit Lake	22.11
Rock Valley	Hudson	20.19
Marion Junction	Running Water	149.77
Chamberlain	Murdo MacKenzie	110.97
Vanilla	Sioux City	62.65
Sioux City	Scotland Junction	75.53
Scotland	Scotland	90.27
Tripp	Witchell	87.65
Armour	Armour	47.67
Napp	Oralen	20.45
Pyndall	Cyndall	20.67
Colton	Platte	21.21
Elk Point	Lenger	21.21
Des Moines	Sioux Falls Junction	60.79
Fonda	Fonda	17.40
Clive	Spencer	17.81
Rockwell City	Boone	11.16
Granville	Storm Lake	13.96
Asteward	Iglesby	10.50
Mendota	Mendota	22.08
Ladd	Ladd	12.28
Ladd	Seatonville Junction	2.88
	Cherry	3.13
Total		7,410.89
		1,205.63 153.31 1,512.86 140.37 150.12 7,186.63

RECAPITULATION.

	Portage Line	Iowa Line
Miles of road as per table attached.	7,186.63	1,871.18
Deduct one-half of joint mileage.	14.06	1.01
Total mileage owned.	7,172.64	1,870.18
Add one-half of joint mileage.	14.05	1.01
Miles used under trackage rights.	294.18	68.90
Total mileage operated	7,410.89	1,940.08

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	Roswell Miller.....	New York, N. Y.
President	A. J. Earling.....	Chicago, Ill.
Second Vice President.....	E. W. McKenna.....	Chicago, Ill.
Third Vice President.....	J. H. Hiland.....	Chicago, Ill.
Secretary	E. W. Adams.....	Milwaukee, Wis.
Treasurer	F. G. Ranney.....	Chicago, Ill.
Assistant Treasurer	J. McNab.....	Chicago, Ill.
General Solicitor	Burton Hanson.....	Chicago, Ill.
General Counsel	George R. Peck.....	Chicago, Ill.
Comptroller	H. G. Haugan.....	Chicago, Ill.
General Auditor	W. N. D. Winne.....	Chicago, Ill.
Assistant General Auditor.....	W. F. Dudley.....	Chicago, Ill.
General Manager	W. J. Underwood...	Chicago, Ill.
Chief Engineer	D. J. Whittemoore...	Chicago, Ill.
General Superintendent	D. L. Bush.....	Chicago, Ill.
Asst. General Superintendents...	3 in number.	
Division Superintendents.....	23 in number.	
Superintendent of Telegraph.....	W. J. Fry.....	Milwaukee, Wis.
Freight Traffic Manager.....	E. S. Keeley.....	Chicago, Ill.
General Freight Agent.....	H. E. Pierpont.....	Chicago, Ill.
Asst. General Freight Agents....	5 in number.	
General Passenger Agent.....	F. A. Miller.....	Chicago, Ill.
Asst. General Passenger Agents..	3 in number.	
General Baggage Agent.....	W. D. Carrick.....	Milwaukee, Wis.
Land Commissioner	H. G. Haugan.....	Milwaukee, Wis.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
J. Ogden Armour.....	Chicago, Ill.....	September, 1907.
Frederick Layton	Milwaukee, Wis.....	September, 1907.
Joseph Milbank	New York, N. Y.....	September, 1907.
Percy A. Rockefeller.....	New York, N. Y.....	September, 1907.
Walter O. Bliss.....	New York, N. Y.....	September, 1908.
Frank S. Bond.....	New York, N. Y.....	September, 1908.
A. J. Earling.....	Chicago, Ill.....	September, 1908.
Chas. W. Harkness.....	New York, N. Y.....	September, 1908.
Henry H. Rogers.....	New York, N. Y.....	September, 1908.
Peter Geddes	New York, N. Y.....	September, 1909.
Roswell Miller	New York, N. Y.....	September, 1909.
Wm. Rockefeller	New York, N. Y.....	September, 1909.
John A. Stewart.....	New York, N. Y.....	September, 1909.

1. Total number of stockholders at date of last election, 5,611.
2. Date of last meeting of stockholders for election of directors, September 29, 1906.
3. Postoffice address of general office, Chicago, Ill.
4. Postoffice address of operating office, Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
PROPERTY OPERATED.

1. Railroad line represented by capital stock:

 - a. Main line.
 - b. Branches and spurs.

2. Proprietary companies whose entire capital stock is owned by this company.

 - 3. Line operated under lease for specified sum.
 - 4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
 - 5. Line operated under trackage rights.

KINETICS OF COPOLYMERISATION 30 107

Name of Terminal	From—	To—	Wyoming		
			Minnesota	Iowa	Nebraska
Lines represented by capital stock of Chicago & Northwestern Ry. Co.					
Chicago	Council Bluffs				
Chicago	Freeport				
So. Branch Jct.	River (Chicago)				
Elgin	Williams Bay				
St. Charles	Aurora				
Cortland	Sycamore				
Belvidere	Spring Valley				
Nelson	Con. P. & P. U., Peoria				
Clinton	Anamosa (Quarry)				
Stanwood	Clinton				
Cut-off near	Cedar Rapids				
Des Moines	Jewell Jct.				
Boone	Coal Banks				
Carroll	Harlan (end of track)				
Manning	Audubon				
Belle Paine	Stark				
Stark	End of track (Burton)				
Belle Paine	Sanborn				
Tama	Elmore				
Eldora	Alden				
Eagle Grove	Hawarden (State Line)				
Burt	For Lake, Minn.				
	Total	491.80	187.88	382.12	
		151.00	151.00		
		4.50	4.50		
		61.04	35.88	15.92	
		11.80	11.80		
		4.64	4.64		
		75.72	75.72		
		82.98	82.98		
		73.67	73.67		
		8.50	8.50		
		5.98	5.98		
		59.09	59.09		
		3.25	3.25		
		41.11	41.11		
		17.00	17.00		
		60.33	60.33		
		31.15	31.15		
		241.20	241.20		
		161.56	161.56		
		26.40	26.40		
		145.30	145.30		
		45.00	45.00		
					12.36

THIRTIETH ANNUAL REPORT OF THE

BOARD OF RAILROAD COMMISSIONERS

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THIRTIETH ANNUAL REPORT OF THE

BOARD OF RAILROAD COMMISSIONERS

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RECAPITULATION

Name of Terminal		Wyoming									
From	To	Omaha	Independence	South Dakota	North Dakota	Minnesota	Wisconsin	Michigan	Illinoian	Missouri	Wyoming
Represented by Capital Stock C & N W Ry		731.05	675.35	1,374.63	1,790.01	119.89	474.30	974.32	14.28	1,070.90	190.46
Proprietary Lines		132.90	8.25	122.71							
Lensed Lines		60.02	60.02								
Total		7,584.60	650.20	1,574.53	1,069.79	519.88	670.30	974.32	14.28	1,070.90	180.46
Wyo. King, rights Central Plains Railroad		8.73	3.07								5.66
Port Jervis		2.02	2.02								
Port Huron											
Danville, Neb.		21.7	21.7								24.70
Ladd		2.80	2.80								
Grand totals		7,622.01	685.02	1,577.60	1,069.79	511.85	650.30	974.32	14.28	1,070.90	180.46

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
President	Marvin Hughitt	Chicago, Ill.
Vice President	Eugene E. Osborn	New York, N. Y.
Vice President, Traffic	H. R. McCullough	Chicago, Ill.
Vice President, Operat. & Maint.	W. A. Gardner	Chicago, Ill.
Vice President, Accounting	M. M. Kirkman	Chicago, Ill.
Vice President, Construction	J. M. Whitman	Chicago, Ill.
Secretary	Eugene E. Osborn	New York, N. Y.
Treasurer	R. H. Williams	New York, N. Y.
General Counsel	Lloyd W. Bowers	Chicago, Ill.
Auditor	J. B. Redfield	Chicago, Ill.
General Manager	R. H. Aishton	Chicago, Ill.
Assistant General Manager	W. D. Cantillon	Chicago, Ill.
Chief Engineer	E. C. Carter	Chicago, Ill.
General Superintendent	W. E. Morse	Chicago, Ill.
Asst. General Superintendent	T. A. Lawson	Chicago, Ill.
Division Supt., Iowa Lines	W. H. Whalen	Boone, Iowa.
Division Supt., Iowa Lines	O. H. McCarty	Mason City, Iowa.
Division Supt., Iowa Lines	E. E. Smith	Eagle, Grove, Ia.
Division Supt., Iowa Lines	S. H. Brown	Sioux City, Iowa.
Superintendent of Telegraph	G. W. Dailey	Chicago, Ill.
Freight Traffic Manager	M. Hughitt, Jr.	Chicago, Ill.
Passenger Traffic Manager	W. B. Kniskern	Chicago, Ill.
General Freight Agent	E. D. Brigham	Chicago, Ill.
General Passenger Agent	C. A. Cairns	Chicago, Ill.
General Ticket Agent	C. A. Cairns	Chicago, Ill.
General Baggage Agent	Frank D. Taylor	Chicago, Ill.
Land Commissioner	J. F. Cleveland	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	October, 1907.
Frank Work	New York, N. Y.	October, 1907.
James Stillman	New York, N. Y.	October, 1907.
Oliver Ames	Boston, Mass.	October, 1907.
Zenas Crane	Dalton, Mass.	October, 1907.
W. K. Vanderbilt	New York, N. Y.	October, 1908.
F. W. Vanderbilt	New York, N. Y.	October, 1908.
H. McK. Twombly	New York, N. Y.	October, 1908.
Byron L. Smith	Chicago, Ill.	October, 1908.
Cyrus H. McCormick	Chicago, Ill.	October, 1908.
Chauncey Keep	Chicago, Ill.	October, 1908.
Chauncey M. Depew	New York, N. Y.	October, 1909.
Samuel F. Barger	New York, N. Y.	October, 1909.
James C. Fargo	New York, N. Y.	October, 1909.
H. C. Frick	Pittsburgh, Pa.	October, 1909.
David P. Kimball	Boston, Mass.	October, 1909.
*Albert Keep	Chicago, Ill.	October, 1909.

*Deceased May 11, 1907.

1. Total number of stockholders at date of last election, 4,574.
2. Date of last meeting of stockholders for election of directors, October 18, 1906.
3. Postoffice address of general office, Chicago and New York.
4. Postoffice address of operating office, Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Main Line, C., St. P., M. & O. Ry. -----	Elroy ----- Northline ----- Eau Claire ----- Trego ----- St. Paul ----- Cliff ----- Missouri River --- St. Croix Draw Bridge ----- Stillwater Jct. ----- Hudson ----- Merrillan ----- Ashland Jet.----- Ashland Shore Line West Eau Claire... Fairchild ----- Menomonie Jct.--- Lake Crystal ----- Heron Lake ----- Madelia ----- Bingham Lake --- Trent ----- Luverne ----- Coburn ----- Emerson ----- Wakefield ----- Wayne ----- Emerald ----- Tuscobia ----- Chippewa Falls ---	St. Paul ----- Bayfield ----- Spooner ----- Duluth ----- Le Mars ----- St. Paul Jct.----- Omaha ----- Stillwater Sw. ... Stillwater ----- Ellsworth ----- Marshfield ----- Ashland ----- ----- Shaw's Mills ... Mondovi ----- Menomonie City-- Elmore ----- Pipestone ----- Fairmont ----- Currie ----- Mitchell ----- Doon ----- Newcastle ----- Norfolk ----- Crofton ----- Bloomfield ----- Weston ----- Draper ----- Yellow River -----	192.82 177.57 81.51 71.70 241.49 1.02 123.06 4.55 3.80 24.82 88.67 4.38 1.31 2.74 36.75 3.01 48.69 55.10 29.38 38.63 180.73 28.00 26.95 46.50 49.14 43.14 36.87 56.00 49.28	1,641.61
5. St. Louis River Bridge Co. (Nor. Pac. Ry.)----- Great Northern ----- Minneapolis & St. Louis R. R. ----- Illinois Central R. R.----- Sioux City Bridge Co.----- Chicago & Northwestern Ry. -----	Superior ----- St. Paul ----- Minneapolis ----- Le Mars ----- Bridge across Mis- souri River and tracks at Sioux City ----- Sioux City -----	Rice's Point ----- Minneapolis ----- Merriam ----- Sioux City ----- Sioux City Bridge Company's track	1.59 11.40 27.00 25.20 8.90 .50	.69.59
Total -----	-----	-----	-----	1,711.20

THIRTIETH ANNUAL REPORT OF THE

OFFICERS

Title	Name	Location of Office
President	M. Hughitt	Chicago, Ill.
First Vice President.....	E. E. Osborn.....	New York, N. Y.
Second Vice President.....	Jas. T. Clark.....	St. Paul, Minn.
Secretary	E. E. Woodman.....	Hudson, Wis.
Treasurer and 2d Asst. Secretary.	R. H. Williams.....	New York, N. Y.
Asst. Treas. and 3d Asst. Secy...	M. B. VanZandt.....	New York, N. Y.
General Counsel	Thomas Wilson.....	St. Paul, Minn.
General Attorney	Jas. B. Sheean.....	St. Paul, Minn.
Comptroller	L. A. Robinson.....	St. Paul, Minn.
Auditor of Expenditures.....	W. H. Stennett.....	Chicago, Ill.
Local Treasurer	Chas. P. Nash.....	St. Paul, Minn.
General Manager	A. W. Trenholm.....	St. Paul, Minn.
Chief Engineer	C. W. Johnson.....	St. Paul, Minn.
General Superintendent	S. G. Strickland.....	St. Paul, Minn.
Division Superintendent	T. W. Kennedy.....	Eau Claire, Wis.
Division Superintendent	L. F. Slaker.....	St. James, Minn.
Division Superintendent	F. E. Nicoles.....	Omaha, Nebr.
Purchasing Agent	Isaac Seddon.....	St. Paul, Minn.
Superintendent of Telegraph.....	H. C. Hope.....	St. Paul, Minn.
Freight Traffic Manager.....	H. M. Pearce.....	St. Paul, Minn.
General Freight Agent.....	E. B. Ober.....	St. Paul, Minn.
Asst. General Freight Agent.....	F. C. Gifford.....	Minneapolis, Minn.
General Passenger Agent.....	T. W. Teasdale.....	St. Paul, Minn.
Asst. General Passenger Agent...	G. H. MacRae.....	St. Paul, Minn.
General Baggage Agent.....	E. F. Woode.....	St. Paul, Minn.
Car Service Agent.....	G. L. Ossman.....	St. Paul, Minn.
General Claim Agent.....	E. L. Poole.....	St. Paul, Minn.
Land Commissioner	G. W. Bell.....	Hudson, Wis.
Tax Commissioner	T. A. Polleys.....	St. Paul, Minn.
Superintendent D. & B. Cars.....	G. W. Steen.....	Minneapolis, Minn.
Freight Claim Agent.....	C. F. Shanley.....	St. Paul, Minn.
Division Frt. and Pass. Agent...	A. M. Fenton.....	Duluth, Minn.
Division Frt. and Pass. Agent...	L. Sholes.....	Omaha, Nebr.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
*Albert Keep	Chicago, Ill.....	October, 1907.
H. McK. Twombly	New York, N. Y.....	October, 1907.
W. K. Vanderbilt.....	New York, N. Y.....	October, 1907.
F. W. Vanderbilt	New York, N. Y.....	October, 1907.
Marvin Hughitt	Chicago, Ill.....	October, 1908.
D. P. Kimball.....	Boston, Mass.....	October, 1908.
Zenas Crane.....	Dalton, Mass.....	October, 1908.
B. L. Smith	Chicago, Ill.....	October, 1908.
C. M. Depew	New York, N. Y.....	October, 1908.
E. E. Osborn.....	New York, N. Y.....	October, 1909.
J. M. Whitman.....	Chicago, Ill.....	October, 1909.
Thomas Wilson	St. Paul, Minn.....	October, 1909.
J. A. Humbird.....	St. Paul, Minn.....	October, 1909.

* Deceased.

1. Total number of stockholders at date of last election, 1,108.
2. Date of last meeting of stockholders for election of directors, October 19, 1906.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn. (For roads taking operating reports.)
5. Name and address of officer to whom correspondence regarding this report should be addressed, L. A. Robinson, Comptroller, St. Paul, Minn.

**CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
PROPERTY OPERATED**

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	From—	To—	Miles of line for each road named	Miles of line for each class of roads named	Miles of line for each road named
Terminals					
1. a Chicago, Rock Island & Pacific Ry. Co.,.....					
Chicago, Ill.		M. P. 16 Blue Island, Ill.	16.00	16.00	
M. P. 16 Blue Island, Ill.		Rock Island, Ill.	16.00	16.00	
Rock Island, Ill.		Council Bluffs, Ia.	169.74	169.74	
Council Bluffs, Ia.		Kan. No. 1 line no. of Omaha	115.10	115.10	
Kan. No. 1 line no. of Omaha		Phillipsburg, Kans.	157.76	157.76	
Phillipsburg, Kans.		(Col.) Kans. line w. Kanorado, Kan.	166.84	166.84	
(Col.) Kans. line w. Kanorado, Kan.		Chloride Springs, Colo.	182.72	182.72	
Chloride Springs, Colo.		Leaven Mo. line s. of Lineville, Ia.	182.72	182.72	
Leaven Mo. line s. of Lineville, Ia.		Atchison via St. Joseph, Mo.	67.65	67.65	
Atchison via St. Joseph, Mo.		Leavenworth Jct. at Sullings, Mo.	54.45	54.45	
Leavenworth Jct. at Sullings, Mo.		Rushville Jct.	1.87	1.87	
Rushville Jct.		State Line south of Caldwell, Kans.	226.82	226.82	
State Line south of Caldwell, Kans.		N. W. H. B. of Y. Horton	1.87	1.87	
N. W. H. B. of Y. Horton		P. 172, Herington, Kan.	—	—	
P. 172, Herington, Kan.		State Line south of Liberal, Kans.	207.12	207.12	
State Line south of Liberal, Kans.		State Line so. of Texhoma, Okla.	55.84	55.84	
State Line so. of Texhoma, Okla.		Washining St. at Kansas City, Mo.	2.65	2.65	
Washining St. at Kansas City, Mo.		Manly, Ia.	224.65	224.65	
Manly, Ia.		St. Line so. of Gordonville, Minn.	4.14	4.14	
St. Line so. of Gordonville, Minn.		Camus Jct. C. M. & St. P.	68.41	68.41	
Camus Jct. C. M. & St. P.		Newport Jct., Minn.	13.49	13.49	
Newport Jct., Minn.		West St. Paul, Minn.	8.32	8.32	
West St. Paul, Minn.		North of C. M. & St. P. crossing	5.70	5.70	
North of C. M. & St. P. crossing		Waverly, Ia.	—	—	
Waverly, Ia.					

THIRTIETH ANNUAL REPORT OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

Name	From—	To—	Miles of line for each road named	Miles of roads named
Terminals				
Vinton, Ia.	St. Line east of Ellsworth, Ia.		267.7	
State Line east of Ellsworth	State Line east of Waukegan		56.34	
State Line east of Ward	Watertown, S. D.		72.86	
Gowrie, Ia.	Sibley, Ia.		109.72	
Ict. Line to Salina	H. B. stockyards track, Herlington		.94	144.15
Gresham, Ill.	South Chicago, Ill.		7.45	
Gresham, Ill.	Blue Island, Ill. (Suburban Line)		6.82	
Peoria-Bridge St.	Rock Island 20th St., Ill.		90.49	
Peoria, Ill.	Iowa Jct., Ill.		8.82	
Milan, Ill.	Cable, Ill.		22.57	
Preemption, Ill.	Sherard, Ill.		5.00	
Newton, Ia.	Winnipeg, Ia.		17.22	
Des Moines, Ia.	Winterset, Ia.		41.06	
Somerset Jct., Ia.	Ludeauola, Ia.		6.40	
Menlo, Ia.	Outhrie Center, Ia.		14.51	
Atlantic, Ia.	Audubon, Ia.		36.12	
Atlantic, Ia.	Griswold, Ia.		14.22	
Avoca (Harlan Jct.) Ia.	Harlan, Ia.		11.88	
Avoca, Ia.	Carson, Ia.		17.75	
Wilton, Ia.	Muscatine, Ia.		11.97	
Washington, Ia.	Knoxville (Ia. Beacon cut-off)		79.81	
Mt. Zion, Ia.	Keosauqua, Ia.		4.50	
Horton, Kan.	State Line east of BuBols, Neb.		37.11	
State Line east of BuBols	Jansen, Neb.		69.96	
Fairbury, Neb.	Nelson, Neb.		51.65	
McFarland, Kan.	Belleview, Kan.		108.19	
Herlington, Kan.	Salina, Kan.		45.98	
Bucklin, Kan.	Dodge City, Kan.		26.57	
North Enid, O. T.	Billings, O. T.		26.73	
Kingfisher, O. T.	Cashion, O. T.		16.03	
Chickasha, I. T.	Lindsey, I. T.		24.70	
Chickasha, I. T.	Wangun, O. T.		26.73	
El Reno Cut Off			2.00	

BOARD OF RAILROAD COMMISSIONERS

189

Bald, O. T.	Greenfield Jet.	\$7.98
Bridgeport, O. T.	Anadarko, O. T.	87.47
Anadarko, O. T.	Waurika, O. T.	77.08
Chandler, O. T.	Guthrie, O. T.	88.45
Lawton, O. T.	Chattanooga, O. T.	80.98
Linn Jet.	Decorah	114.30
Postville Jet.	Postville	3.20
Elmira (via Bennett)	Holbrookport	58.76
Bennett	Clinton	44.34
Wuscatine, Ia.	Montezuma	87.31
Thorntburg	What Cheer	5.19
Kimira (via Iowa City)	Iowa Jet., Ia.	20.91
Killaworth	State Line w. of Ellsworth	2.35
State Line west of Ellsworth	State Line west of Granite	30.28
State Line west of Granite	Sioux Falls	9.38
Lake Park	State Line east of Round Lake	4.26
State Line east of Round Lake	Hardwick	49.00
Worthington	C., St. P., M. & O. Yard	1.97
Trosky	Insuper	8.71
Dows	Germany	70.84
Garner	Titonka	24.70
Estherville	State Line south of Bricelyn	50.70
State Line south of Bricelyn	Albert Lea	81.40
De Valls Bluff	Searcy	87.92
Coalgate	Lehigh	6.74 1,781.31
Hopefield	State Line west of Hartford	283.31
State Line west of Hartford	H. B. Baker's Spur	85.30
H. B. Baker's Spur	State Line east of Ertleboro	48.27
State Line east of Ertleboro	State Line west of Terrell	31.63
Benton	Hot Springs	34.97
Butterfield	Minvern	5.27
Ardmore Jet.	Ardmore	117.65
Tecumseh Jet.	Asher	25.41
Geary	State Line north of Amorita	106.51
State Line north of Amorita	Anthony	14.73
Ingersoll	Viva	15.50
Wilburton	Halleyville	8.97
Haskell, Ark.	H. B. Tinsman, Ark.	975.97
Eldorado, Ark.	'rk.-La. St. Line at Junction City	64.65
Ark.-La. State Line at Jet. City	Wirand, end of track	16.63
H. B. Tinsman, Ark.	Crossett, Ark.	92.20
H. B. Tinsman, Ark.	Eldorado, Ark.	42.75
Main Line Y. at Eldorado, Ark.		35.50
		.26
		260.30

Choctaw, Oklahoma & Gulf Railroad Co., ---

West Island. Athanasa & Léonidas B'd Co.

THIRTIETH ANNUAL REPORT OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

Name	Terminals	From—	To—	Miles of line for each road dammed	Miles of line for each class of roads damaged
Peoria & Bureau Valley Railway Co.	Bureau, Ill.	Keokuk	Des Moines, Minn.	\$4.90	169.31
White & Black River Valley Railroad Co.	Brinkley, Ark.	Conn's Jct., Minn.	Rosemount, Minn.	\$6.50	37.08
Little Rock & Hot Springs Western Ry. Co.	Wville	Newport, Minn.	Minneapolis, Minn.	\$5.00	19.00
4. Keokuk & Des Moines Railway Co.	Hot Springs Jct.	Manly Jct. In.	Northwood, Ia.	\$1.90	11.32
Chicago, Milwaukee & St. Paul Railway Co.	Chicago, Ill.	Pearl (Bridge St.) Ill.	Pearl Union Depot, Ill.	\$1.90	1.38
Iowa Central Railway Co.	Council Bluffs, Ia.	Central Bluffs, Ia.	State Line east of Omaha	\$1.90	.38
Peoria & Pekin Union Railway Co.	State Line east of Omaha	State Line east of Omaha	South Omaha	\$1.90	.38
Union Pacific Railroad	Kansas City, Mo.	Kansas City, Mo.	State Line, Kansas City	\$1.90	.38
Hannibal & St. Joseph Railroad	State Line, Kansas City, Mo.	State Line, Kansas City	N. Topeka, Kan.	\$1.90	.38
St. Joseph & Grand Island Railroad	Liman, Colo.	Cameron Jct., Mo.	Denver, Colo.	\$2.75	.50
Atchison Bridge Co.	St. Joe Jct. of R. I. Mo.	St. Joe Jct. of R. I. Mo.	Kansas City, Mo.	\$4.50	.50
Leavenworth Terminal Ry. & Bridge Co.	State Line west of St. Joe, Mo.	State Line west of St. Joe, Mo.	State Line west of St. Joe, Mo.	\$4.50	.16
Des Moines & Ft. Dodge Railroad	Winthrop, Mo.	Winthrop, Mo.	Elwood Jct. with R. I., Kan.	\$1.75	.16
Keokuk Union Depot Co.	State Line	State Line	State Line	\$1.75	.16
Denver & Rio Grande Railroad	Stillings, Mo.	Stillings, Mo.	Leavenworth, Kan.	\$1.75	.34
Atchison, Topeka & Santa Fe Railway	Atchison, Kans.	Des Moines, Ia.	Gowrie, Ia.	\$6.00	.66
5.	Atchison	Union Depot track at Keokuk	Pueblo	\$119.00	119.00
St. Louis & San Francisco Railroad	At Lindsey, I. T.	At Lindsey, I. T.	Outhrise, O. T.	\$1.75	.76
Kansas Southwestern Railroad	Conision, O. T.	Memphis Union Depot	Ark.	\$15.75	15.75
Chicago, Burlington & Quincy Railway	Medora, Kans.	Medora, Kans.	Wichita, Kan.	\$3.85	3.85
Total	Anthony, Kans.	Anthony, Kans.	Caldwell, Kans.	\$45.00	\$45.00
	Harlem, Mo.	Harlem, Mo.	Rushville, Mo.	\$45.75	\$45.75
					1,957.41

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	D. G. Reid.....	New York, N. Y.
Chairman of the Executive Com.....	B. F. Yoakum.....	New York, N. Y.
President	B. L. Winchell.....	Chicago, Ill.
First Vice President.....	R. A. Jackson.....	Chicago, Ill.
Second Vice President.....	H. U. Mudge.....	Chicago, Ill.
Third Vice President.....	W. B. Biddle.....	Chicago, Ill.
Fourth Vice President.....	C. W. Hillard.....	New York, N. Y.
Fifth Vice President.....	E. L. Pollock.....	Chicago, Ill.
Assistant to President.....	S. T. Fulton.....	Chicago, Ill.
Asst. to Fourth Vice President..	H. M. Sloan.....	New York, N. Y.
Secretary and Treasurer.....	Geo. H. Crosby.....	Chicago, Ill.
General Counsel	Robert Mather	New York, N. Y.
General Solicitor	R. A. Jackson.....	Chicago, Ill.
General Attorney	M. A. Low.....	Topeka, Kan.
General Attorney	B. S. Cable.....	Chicago, Ill.
General Attorney	W. T. Rankin.....	Chicago, Ill.
General Attorney	E. C. Lindley.....	Chicago, Ill.
General Attorney	W. F. Evans.....	St. Louis, Mo.
Commerce Counsel	E. B. Pierce.....	Chicago, Ill.
General Auditor	Frank Nay	Chicago, Ill.
Assistant General Auditor.....	W. H. Burns.....	Chicago, Ill.
Auditor Disbursements	C. F. Balch.....	Chicago, Ill.
Auditor Freight Traffic.....	C. G. Weaver.....	Chicago, Ill.
Auditor Passenger Traffic.....	A. Hermány	Chicago, Ill.
General Manager	F. O. Melcher.....	Chicago, Ill.
Assistant General Manager.....	W. S. Tiusman.....	Chicago, Ill.
General Supt. Central District..	H. S. Cable.....	Davenport, Iowa.
General Supt. Northern District..	C. H. Hubbell.....	Cedar Rapids, Ia.
General Supt. S. W. District.....	A. E. Sweet.....	Topeka, Kan.
General Supt. Choctaw District..	H. M. Hallock.....	Little Rock, Ark.
General Supt. Southern District..	H. W. Robins.....	Forth Worth, Tex.
Division Superintendent	A. W. Kelso.....	Chicago, Ill.
Division Superintendent	J. B. Smalley.....	Rock Island, Ill.
Division Superintendent	C. W. Jones.....	Des Moines, Iowa.
Division Superintendent	C. L. Brown.....	Fairbury, Nebr.
Division Superintendent	A. T. Abbott.....	Colo. Springs, Col.
Division Superintendent	G. A. Merrill.....	Cedar Rapids, Ia.
Division Superintendent	Garrett Davis.....	Cedar Rapids, Ia.
Division Superintendent	C. J. Wilson.....	Estherville, Iowa.
Division Superintendent	W. H. Given.....	Des Moines, Iowa.
Division Superintendent	W. M. Whitenton.....	Trenton, Mo.
Division Superintendent	A. B. Copley.....	Kansas City, Mo.
Division Superintendent	G. W. Rourke.....	Herington, Kan.
Division Superintendent	H. P. Greenough.....	Dalhart, Tex.
Division Superintendent	H. R. Saunders.....	Little Rock, Ark.
Division Superintendent	J. C. Nolan.....	Ruston, La.
Division Superintendent	W. Rudd	Haileyville, I. T.
Division Superintendent	T. H. Beacom.....	El Reno, O. T.
Division Superintendent	John McGie	Geary, O. T.
Division Superintendent	M. McKernan	Fort Worth, Tex.
Superintendent Telegraph.....	J. G. Jennings.....	Chicago, Ill.
General Purchasing Agent.....	F. P. Jeffries.....	Chicago, Ill.
Chief Engineer.....	J. B. Berry.....	Chicago, Ill.
Freight Traffic Manager.....	H. Gower	Chicago, Ill.
General Freight Agent.....	T. H. Simmons.....	Chicago, Ill.
General Freight Agent.....	H. H. Embry.....	Kansas City, Mo.
General Freight Agent.....	H. W. Morrison.....	Little Rock, Ark.
Asst. General Freight Agent.....	H. A. Snyder.....	Chicago, Ill.
Asst. General Freight Agent.....	M. A. Patterson.....	Chicago, Ill.
Asst. General Freight Agent.....	S. H. Johnson.....	Chicago, Ill.
Asst. General Freight Agent.....	F. J. Shubert.....	Chicago, Ill.
Asst. General Freight Agent.....	R. G. Brown.....	Minneapolis, Minn.
Asst. General Freight Agent.....	K. M. Wharry.....	Kansas City, Mo.
Asst. General Freight Agent.....	G. B. Albright.....	St. Louis, Mo.
Passenger Traffic Manager.....	John Sebastian.....	Chicago, Ill.
General Passenger Agent.....	L. M. Allen.....	Chicago, Ill.
General Passenger Agent.....	Geo. H. Lee.....	Little Rock, Ark.
Asst. General Passenger Agent..	W. J. Leahy.....	Chicago, Ill.
Asst. General Passenger Agent..	H. S. Ray.....	St. Louis, Mo.
General Baggage Agent.....	Geo. F. Lee.....	Chicago, Ill.
Real Estate and Tax Agent.....	J. T. Maher.....	Chicago, Ill.

**THIRTIETH ANNUAL REPORT OF THE
ORGANIZATION**

Names of Directors	Postoffice Address	Expiration of Term
D. G. Reid.....	New York, N. Y.....	October, 1908.
Jas. Campbell	St. Louis, Mo.....	October, 1908.
Robert Mather	New York, N. Y.....	October, 1908.
John J. Mitchell.....	Chicago, Ill.....	October, 1908.
R. R. Cable.....	Chicago, Ill.....	October, 1909.
J. H. Moore	Chicago, Ill.....	October, 1909.
F. L. Hine.....	New York, N. Y.....	October, 1909.
Ogden Mills	New York, N. Y.....	October, 1909.
A. E. Orr.....	New York, N. Y.....	October, 1909.
W. H. Moore.....	New York, N. Y.....	October, 1907.
B. F. Yoakum.....	New York, N. Y.....	October, 1907.
B. L. Winchell.....	Chicago, Ill.....	October, 1907.
Geo. G. McMurry.....	New York, N. Y.....	October, 1907.

1. Total number of stockholders at date of last election, 584.
2. Date of last meeting of stockholders for election of directors,
October 11, 1906.
3. Postoffice address of general office, Chicago, Ill.
4. Postoffice address of operating office, Chicago, Ill.

COLFAX NORTHERN RAILROAD COMPANY.

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Colfax Northern R. R. -----	Colfax, Ia. -----	Valeria, Ia. -----	6.00	6.00
2. Colfax Cons. Coal Co. -----	Colfax, Ia. ----- No. 8 Junction -----	Seavers, Ia. ----- No. 8 Shaft -----	5.00 2.00	7.00
Total -----	-----	-----	-----	18.00

OFFICERS

Title	Name	Location of Office
President	J. L. Parrish.....	Des Moines, Iowa.
First Vice President.....	J. B. Ryan.....	Colfax, Iowa.
Secretary	Frank B. Hooper....	Colfax, Iowa.
Treasurer	W. Blakeley	Colfax, Iowa.
Auditor	W. Blakeley	Colfax, Iowa.
General Manager	Frank B. Hooper....	Colfax, Iowa.
Chief Engineer	G. F. Richards.....	Des Moines, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
J. L. Parrish.....	Des Moines, Iowa...	August 15, 1907.
F. H. Griggs.....	Davenport, Iowa....	August 15, 1907.
R. Ryan	Des Moines, Iowa...	August 15, 1907.
J. B. Ryan.....	Colfax, Iowa.....	August 15, 1907.
F. B. Hooper.....	Colfax, Iowa.....	August 15, 1907.

1. Total number of stockholders at date of last election, 7.
 2. Date of last meeting of stockholders for election of directors,
 July 12, 1906.
 3. Postoffice address of general office, Colfax, Iowa.
 4. Postoffice address of operating office, Colfax, Iowa.

THIRTIETH ANNUAL REPORT OF THE

CROOKED CREEK RAILROAD AND COAL COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Crooked Creek Railroad & Coal Co. -----	Lehigh, Ia. -----	Webster City, Ia..	17.61	17.61
Total -----	-----	-----	17.61	17.61

OFFICERS

Title	Name	Location of Office
President	Geo. E. Burnham....	Milwaukee, Wis.
First Vice President.....	F. Paul Stone.....	Oconomowoc, Wis.
Secretary	Chas. L. Burnham...	Milwaukee, Wis.
Treasurer	L. A. McMurray.....	Webster City, Ia.
Auditor	Ralph Addy	Lehigh, Iowa.
General Manager	W. H. Whiteford...	Lehigh, Iowa.
General Freight Agent.....	W. H. Whiteford...	Lehigh, Iowa.
General Passenger Agent.....	W. H. Whiteford...	Lehigh, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
John Q. Burnham.....	Milwaukee, Wis....	September 17, 1907
Geo. E. Burnham.....	Milwaukee, Wis....	September 17, 1907
F. Paul Stone.....	Oconomowoc, Wis...	September 17, 1907
Chas. F. Burnham.....	Milwaukee, Wis....	September 17, 1907
L. A. McMurray.....	Webster City, Iowa..	September 17, 1907
Charles L. Burnham.....	Milwaukee, Wis....	September 17, 1907

1. Total number of stockholders at date of last election, 18.
2. Date of last meeting of stockholders for election of directors, September 16, 1907.
3. Postoffice address of general office, Lehigh, Iowa.
4. Postoffice address of operating office, Lehigh, Iowa.

DES MOINES, IOWA FALLS & NORTHERN RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From-	To-		
1. Des Moines, Iowa Falls & Northern Ry. Co. -----	Iowa Falls -----	Des Moines Termin- als only -----	Des Moines -----	70.44
5. Des Moines Western Ry. Co. -----			-----	4.62
Total -----			-----	75.06
				75.06

OFFICERS

Title	Name	Location of Office
President	W. A. Bradford.....	Chicago, Ill.
First Vice President.....	Geo. A. Fernald.....	Boston, Mass.
Secretary	Geo. A. W. Dodge...	Winchester, Mass.
Treasurer	Geo. A. W. Dodge...	Winchester, Mass.
Attorney, or General Counsel...	J. H. Funk.....	Iowa Falls, Iowa.
General Manager	W. J. Souder.....	Iowa Falls, Iowa.
Superintendent	W. J. Souder.....	Iowa Falls, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
W. A. Bradford.....	Ellsworth Bdg, Chgo.	December 10, 1907
Geo. A. Fernald.....	Boston, Mass.....	December 10, 1907
Geo. A. W. Dodge.....	Winchester, Mass...	December 10, 1907
G. H. Dodge.....	Indianapolis, Ind....	December 10, 1907
W. J. Souder.....	Iowa Falls, Iowa....	December 10, 1907

1. Total number of stockholders at date of last election, 5.
2. Date of last meeting of stockholders for election of directors, December 12, 1906.
3. Postoffice address of general office, Iowa Falls, Iowa.
4. Postoffice address of operating office, Iowa Falls, Iowa.

THIRTIETH ANNUAL REPORT OF THE

DES MOINES UNION RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Des Moines Union Railway Co. -----	Des Moines -----	Des Moines -----	4.00	
Total -----	-----	-----	4.00	

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	F. C. Hubbell.....	Des Moines, Iowa.
President	F. C. Hubbell.....	Des Moines, Iowa.
First Vice President.....	H. D. Thompson.....	Des Moines, Iowa.
Secretary	F. M. Hubbell.....	Des Moines, Iowa.
Treasurer	H. D. Thompson.....	Des Moines, Iowa.
Attorney, or General Counsel....	N. T. Guernsey.....	Des Moines, Iowa.
Auditor	E. G. Mitchell.....	Des Moines, Iowa.
Chief Engineer	A. L. Morgan.....	Des Moines, Iowa.
General Superintendent	J. A. Wagner.....	Des Moines, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. C. Hubbell.....	Des Moines, Iowa....	January 2, 1908.
H. D. Thompson	Des Moines, Iowa....	January 2, 1908.
F. M. Hubbell.....	Des Moines, Iowa....	January 2, 1908.
G. C. Hubbell.....	Des Moines, Iowa....	January 2, 1908.
C. Huttenlocher	Des Moines, Iowa....	January 2, 1908.
E. W. McKenna.....	Chicago, Ill.....	January 2, 1908.
C. E. Vroman.....	Chicago, Ill.....	January 2, 1908.
E. B. Pryor.....	St. Louis, Mo.....	January 2, 1908.

1. Total number of stockholders at date of last election, 11.
2. Date of last meeting of stockholders for election of directors, January 18, 1907.
3. Postoffice address of general office, Des Moines, Iowa.
4. Postoffice address of operating office, Des Moines, Iowa.

BOARD OF RAILROAD COMMISSIONERS

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DES MOINES WESTERN RAILWAY COMPANY.

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Des Moines Western Railway Co. -----	E. Des Moines-----	E. Des Moines -----	4.00	
Total -----	-----	-----	4.00	

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	F. M. Hubbell.....	Des Moines, Iowa.
President	F. M. Hubbell.....	Des Moines, Iowa.
First Vice President.....	G. A. W. Dodge.....	Des Moines, Iowa.
Secretary and Treasurer.....	H. D. Thompson.....	Des Moines, Iowa.
General Superintendent.....	C. H. Hueston.....	Des Moines, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa....	January 2, 1908.
H. D. Thompson.....	Des Moines, Iowa....	January 2, 1908.
C. Huttenlocher	Des Moines, Iowa....	January 2, 1908.
G. A. W. Dodge.....	Iowa Falls, Iowa....	January 2, 1908.
W. J. Souder.....	Iowa Falls, Iowa....	January 2, 1908.

1. Total number of stockholders at date of last election, 10.
 2. Date of last meeting of stockholders for election of directors,
 March 20, 1907.
 3. Postoffice address of general office, Des Moines, Iowa.
 4. Postoffice address of operating office, Des Moines, Iowa.

THIRTIETH ANNUAL REPORT OF THE

DUBUQUE & SIOUX CITY RAILROAD COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Dubuque & Sioux City R. R.	Dubuque, Ia. -----	Sioux City, Ia.-----	395.26	
1. b Dubuque & Sioux City R. R.	Manchester, Ia. -----	Cedar Rapids, Ia. 41.85		
	Onawa, Ia. -----	Sioux Falls, S. D. 155.58		
	Tara, Ia. -----	Council Bluffs, Ia. 133.38		
	Cedar Falls Jct., Ia.	Glenville Jct., Minn. 94.88		
	Stacyville Jct., Ia..	Stacyville, Ia. 7.98 433.63		
Total -----	-----	-----	759.88	

OFFICERS

Title	Name	Location of Office
President	J. T. Harahan.....	Chicago, Ill.
Vice President	W. J. Harahan.....	Chicago, Ill.
Second Vice President.....	I. G. Rawl.....	Chicago, Ill.
Assistant to the President.....	J. F. Titus.....	Chicago, Ill.
Secretary	J. F. Merry.....	Dubuque, Iowa.
Treasurer	E. T. H. Gibson.....	New York, N. Y.
Assistant Secretary	D. R. Burbank.....	New York, N. Y.
Assistant Secretary	W. G. Bruen.....	Chicago, Ill.
Comptroller	Con F. Krebs.....	Chicago, Ill.
General Manager	F. B. Harriman.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Stuyvesant Fish	New York, N. Y.....	October, 1907.
E. H. Harriman	New York, N. Y.....	October, 1907.
E. T. H. Gibson.....	New York, N. Y.....	October, 1907.
J. W. Auchincloss.....	New York, N. Y.....	October, 1907.
J. T. Harahan.....	Chicago, Ill.....	October, 1907.
A. R. Loomis.....	Ft. Dodge, Iowa.....	October, 1907.
Geo. C. Lichty.....	Waterloo, Iowa.....	October, 1907.
H. M. Reed	Waterloo, Iowa.....	October, 1907.
W. G. Dows.....	Cedar Rapids, Iowa..	October, 1907.
W. H. Torbert.....	Dubuque, Iowa.....	October, 1907.
J. V. Rider.....	Dubuque, Iowa.....	October, 1907.
J. T. Adams.....	Dubuque, Iowa.....	October, 1907.
F. D. Stout.....	Chicago, Ill.....	October, 1907.
Walther Luttgen	New York, N. Y.....	October, 1907.
A. G. Hackstaff.....	New York, N. Y.....	October, 1907.

1. Total number of stockholders at date of last election, 29.
 2. Date of last meeting of stockholders for election of directors,
 October 18, 1906.
 3. Postoffice address of general office, Dubuque, Iowa.
 4. Postoffice address of operating office, Central Station, Chicago.

IOWA CENTRAL RAILWAY COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Main Line -----	Northwood, Ia -----	Albia, Ia. -----	188.96	
Eastern Division-----	Oskaloosa, Ia. -----	Ia.-Ill. St. Line-----	96.90	
Illinois Division -----	Ia.-Ill. State Line-----	Iowa Jct., Ill. --	89.20	375.06
1. b Belmond Branch -----	Hampton, Ia. -----	Belmond, Ia. -----	22.20	
Story City Branch -----	Minerva Jct. -----	Story City, Ia.-----	34.51	
State Center Branch -----	Newburg, Ia. -----	State Center, Ia.-----	26.64	
Montezuma Branch -----	G. M. Jct., Ia. -----	Montezuma, Ia.-----	13.61	
Newton Branch -----	New Sharon, Ia.-----	Newton, Ia. -----	27.75	
2. None.	Lynnville Jct., Ia..	Lynnville, Ia. -----	2.50	127.31
3. None.				
4. Iowa Central & Western Ry.	Belmond, Ia.-----	Algona, Ia. -----	37.00	37.00
5. Main Line -----	Northwood, Ia. -----	Albert Lea, Minn.-----	16.96	
Illinois Division -----	Iowa Jct., Ill. -----	Peoria, Ill. -----	8.80	19.16
Total -----	-----	-----	558.48	558.48

OFFICERS

Title	Name	Location of Office
President	Edwin Hawley	New York, N. Y.
Vice President	F. H. Davis.....	New York, N. Y.
Vice President	L. F. Day.....	Minneapolis, Minn.
Secretary	A. C. Doan.....	New York, N. Y.
Treasurer	F. H. Davis.....	New York, N. Y.
Assistant Treasurer	Joseph Gaskell.....	Minneapolis, Minn.
General Counsel	Geo. W. Seevers.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General Manager	L. F. Day.....	Minneapolis, Minn.
Chief Engineer	W. D. Wheeler.....	Minneapolis, Minn.
General Superintendent	D. C. Noonan.....	Minneapolis, Minn.
Superintendent	C. S. Hayden.....	Oskaloosa, Iowa.
Superintendent of Telegraph....	S. J. Dunn.....	Oskaloosa, Iowa.
Freight Traffic Manager.....	J. N. Tittemore.....	Minneapolis, Minn.
Asst. General Freight Agent....	S. G. Lutz.....	Peoria, Ill.
Asst. General Freight Agent....	H. F. Marsh.....	Minneapolis, Minn.
General Passenger Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Ticket Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Baggage Agent.....	A. B. Cutts.....	Minneapolis, Minn.

**THIRTIETH ANNUAL REPORT OF THE
ORGANIZATION**

Names of Directors	Postoffice Address	Date of Expiration of Term
L. C. Weir.....	New York, N. Y.....	September, 1911.
Charles W. Osborn.....	New York, N. Y.....	September, 1911.
Frank Trumbull	New York, N. Y.....	September, 1911.
Edwin Hawley	New York, N. Y.....	September, 1907.
F. H. Davis.....	New York, N. Y.....	September, 1907.
Geo. Crocker	New York, N. Y.....	September, 1907.
T. P. Shonts.....	Chicago, Ill.....	September, 1908.
E. C. Bradley.....	New York, N. Y.....	September, 1908.
H. E. Huntington.....	New York, N. Y.....	September, 1908.
L. F. Day.....	Minneapolis, Minn...	September, 1909.
Henry A. Gardner.....	Chicago, Ill.....	September, 1909.
William Shillaber	New York, N. Y.....	September, 1909.
Paul Morton	Chicago, Ill.....	September, 1910.
John E. Searles.....	New York, N. Y.....	September, 1910.
W. S. Crandell.....	New York, N. Y.....	September, 1910.

1. Total number of stockholders at date of last election, 583.
2. Date of last meeting of stockholders for election of directors, September 7, 1908.
3. Postoffice address of general office, Minneapolis, Minn.
4. Postoffice address of operating office, Minneapolis, Minn.

ALBIA & CENTERVILLE RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Albia & Centerville Ry. Co.	Albia, Ia. -----	Centerville, Ia. -----	24.40	24.40
Total -----	-----	-----	24.40	24.40

OFFICERS

Title	Name	Location of Office
First Vice President.....	T. P. Shonts.....	New York, N. Y.
Secretary	J. J. Slocum.....	New York, N. Y.
Assistant Treasurer	C. W. Osborne.....	New York, N. Y.
Attorney, or General Counsel....	Geo. W. Seevers.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General Manager	L. F. Day.....	Minneapolis, Minn.
Chief Engineer	W. D. Wheeler.....	Minneapolis, Minn.
General Superintendent	D. G. Noonan.....	Minneapolis, Minn.
Superintendent	C. S. Hayden.....	Oskaloosa, Iowa.
Superintendent of Telegraph....	S. J. Dunn.....	Oskaloosa, Iowa.
Traffic Manager	J. N. Tittemore.....	Minneapolis, Minn.
Assistant Freight Agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant General Freight Agent	H. F. Marsh.....	Minneapolis, Minn.
General Passenger Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Ticket Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Baggage Agent.....	A. B. Cutts.....	Minneapolis, Minn.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Russell Sage .....	.....	.....
T. P. Shonts	New York, N. Y.....	December 2, 1907.
E. C. Osborn.....	New York, N. Y.....	December 2, 1907.
C. W. Osborne.....	New York, N. Y.....	December 2, 1907.
J. J. Slocum.....	New York, N. Y.....	December 2, 1907.

1. Total number of stockholders at date of last election, 8.
 2. Date of last meeting of stockholders for election of directors,
 December 5, 1905.
 3. Postoffice address of general office, New York, N. Y.
 4. Postoffice address of operating office, Minneapolis, Minn.

THIRTIETH ANNUAL REPORT OF THE

MANCHESTER & ONEDIA RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Manchester & Oneida Ry. Co	Manchester, Ia.	Oneida, Ia.	8.75	

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	E. M. Carr.....	Manchester, Iowa
President	Jos. Hutchinson	Manchester, Iowa.
First Vice President.....	A. Hollister	Manchester, Iowa.
Secretary	H. C. Haeberle.....	Manchester, Iowa.
Treasurer	M. F. LeRoy.....	Manchester, Iowa.
Attorney, or General Counsel.....	F. Blair	Manchester, Iowa.
Auditor	Chas. J. Seeds.....	Manchester, Iowa.
Chief Engineer	D. H. Young.....	Manchester, Iowa.
Traffic Manager	E. E. Brewer.....	Manchester, Iowa.
General Freight Agent.....	A. Hollister	Manchester, Iowa.
General Passenger Agent.....	E. H. Hoyt.....	Manchester, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
E. M. Carr.....	Manchester, Iowa....	1st Tu. Apr., 1909
E. H. Hoyt.....	Manchester, Iowa....	1st Tu. Apr., 1909
Chas. J. Seeds.....	Manchester, Iowa....	1st Tu. Apr., 1909
L. L. Hoyt.....	Manchester, Iowa....	1st Tu. Apr., 1909
H. C. Haeberle.....	Manchester, Iowa....	1st Tu. Apr., 1909
A. S. Blair.....	Manchester, Iowa....	1st Tu. Apr., 1910
L. Matthews.....	Manchester, Iowa....	1st Tu. Apr., 1910
Wm. Hockaday	Manchester, Iowa....	1st Tu. Apr., 1910
J. J. Houg.....	Manchester, Iowa....	1st Tu. Apr., 1910
Jos. Hutchinson	Manchester, Iowa....	1st Tu. Apr., 1910
M. F. LeRoy.....	Manchester, Iowa....	1st Tu. Apr., 1908
R. R. Robinson.....	Manchester, Iowa....	1st Tu. Apr., 1908
A. A. Morse.....	Manchester, Iowa....	1st Tu. Apr., 1908
A. Hollister	Manchester, Iowa....	1st Tu. Apr., 1908
B. W. Jewell.....	Omaha, Nebr.	1st Tu. Apr., 1908

1. Total number of stockholders at date of last election, 304.
 2. Date of last meeting of stockholders for election of directors,
 April 2, 1907.
 3. Postoffice address of general office, Manchester, Iowa.
 4. Postoffice address of operating office, Manchester, Iowa.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a The Minneapolis & St. Louis R. R. Co. -----	Minneapolis, Minn.	Angus, Ia. -----	259.90	259.90
1. b The Minneapolis & St. Louis R. R. Co. -----	Kalo Jct., Ia. ----- Hopkins, Minn. ----- Manitou Jct., Minn. ----- Winthrop, Minn. -----	Kalo, Ia. ----- Watertown, S. D. ----- Tonka Bay, Minn. ----- Storm Lake, Ia. -----	1.14 215.49 1.45 158.50	371.51
2. None.	Ruthven, Ia. -----	Des Moines, Ia. ----- At Ft. Dodge, Ia. -----	137.01 .61	137.03
3. None.	Watertown, S. D. ----- Conde, S. D. -----	Cola, S. D. ----- Northville, S. D. -----	114.18 28.60	137.78
4. Des Moines & Ft. Dodge R. R. Co. ----- Minn., Dak. & Pac. Ry. -----	Minneapolis, Minn. ----- Spencer, Ia. ----- Tara, Ia. -----	St. Paul, Minn. ----- Ruthven, Ia. ----- Ft. Dodge, Ia. ----- At Des Moines. -----	10.11 12.45 6.07 .58	29.31
Total -----	-----	-----	935.97	935.97

OFFICERS

Title	Name	Location of Office
President	Edwin Hawley	New York, N. Y.
Vice President	L. F. Day.....	Minneapolis, Minn.
Secretary and Asst. Treasurer	Joseph Gaskell	Minneapolis, Minn.
Treasurer	F. H. Davis.....	New York, N. Y.
General Counsel	Geo. W. Seavers.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General Manager	L. F. Day.....	Minneapolis, Minn.
Chief Engineer	W. D. Wheeler.....	Minneapolis, Minn.
General Superintendent	D. C. Noonan.....	Minneapolis, Minn.
Superintendent	E. D. Hogan.....	Minneapolis, Minn.
Freight Traffic Manager.....	J. N. Tittemore.....	Minneapolis, Minn.
Asst. General Freight Agent....	H. F. Marsh.....	Minneapolis, Minn.
Asst. General Freight Agent....	S. G. Lutz.....	Peoria, Ill.
General Passenger Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Ticket Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Baggage Agent.....	A. B. Cutts.....	Minneapolis, Minn.

THIRTIETH ANNUAL REPORT OF THE

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
E. Hawley	New York, N. Y.....	October, 1907.
F. E. Palmer	New York, N. Y.....	October, 1907.
L. C. Weir.....	New York, N. Y.....	October, 1907.
H. E. Huntington.....	New York, N. Y.....	October, 1908.
J. N. Wallace.....	New York, N. Y.....	October, 1903.
Frank Trumbull	New York, N. Y.....	October, 1908.
F. H. Davis.....	New York, N. Y.....	October, 1909.
J. E. Searles.....	New York, N. Y.....	October, 1904.
L. F. Day.....	Minneapolis, Minn...	October, 1909.

1. Total number of stockholders at date of last election, 486.
 2. Date of last meeting of stockholders for election of directors,
 October 2, 1906.
 3. Postoffice address of general office, Minneapolis, Minn.
 4. Postoffice address of operating office, Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. M., N. & S. Ry. Co. -----	Muscatine -----	Elrick Jet. -----	28.67	
Total -----	-----	-----	28.67	

OFFICERS

Title	Name	Location of Office
President	Chas. Howard	Muscatine, Iowa.
Secretary and Treasurer.....	George Reeder	Muscatine, Iowa.
Attorney, or General Counsel...	Henry Jayne	Muscatine, Iowa.
Auditor	George Reeder	Muscatine, Iowa.
General Manager	Chas. Howard	Muscatine, Iowa.
Superintendent of Telegraph....	J. A. Coe.....	Muscatine, Iowa.
General Freight Agent.....	G. B. Birch.....	Muscatine, Iowa.
General Passenger Agent.....	G. B. Birch.....	Muscatine, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Chas. Howard	Muscatine, Iowa.....	February 1, 1908.
J. S. Clark.....	Philadelphia, Pa.....	February 1, 1908.
Jno. Graham	Philadelphia, Pa.....	February 1, 1908.

1. Total number of stockholders at date of last election, 4.
 2. Date of last meeting of stockholders for election of directors,
 January 1, 1907.
 3. Postoffice address of general office, Muscatine, Iowa.
 4. Postoffice address of operating office, Muscatine, Iowa.

THIRTIETH ANNUAL REPORT OF THE

NEWTON & NORTHWESTERN RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Newton & Northwestern R. R	Newton, Ia.	Rockwell City, Ia.	102.5	102.5
2. Colfax Branch	Goddard, Ia.	Colfax, Ia.	4.1	4.1
Total			106.06	106.06

Note. 2. Colfax branch is owned by the Fort Dodge, Des Moines & Southern R. R. Co. and was operated by the Newton & Northwestern R. R. Co. without consideration pending further construction.

OFFICERS

Title	Name	Location of Office
President	Homer Loring	Boston, Mass.
Vice President	Frederick A. Farrar.	Boston, Mass.
Secretary	Chas. F. Cushman...	Boston, Mass.
Treasurer	Frederick A. Farrar.	Boston, Mass.
General Counsel	S. R. Dyer.....	Boone, Iowa.
Auditor	W. Chamberlain	Boone, Iowa.
General Manager	J. L. Blake.....	Boone, Iowa.
General Freight Agent.....	C. H. Crooks.....	Boone, Iowa.
General Passenger Agent.....	C. H. Crooks.....	Boone, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Homer Loring	Boston, Mass.....	May, 1908.
Frederick A. Farrar.....	Boston, Mass.....	May, 1908.
Henry W. Poor.....	New York, N. Y.....	May, 1908.
Franklin L. Hunt.....	Boston, Mass.....	May, 1908.
S. R. Dyer.....	Boone, Iowa.....	May, 1908.

- May 14, 1907.
1. Total number of stockholders at date of last election, 101.
 2. Date of last meeting of stockholders for election of directors.
 3. Postoffice address of general office, Boone, Iowa.
 4. Postoffice address of operating office, Boone, Iowa.

TABOR & NORTHERN RAILWAY CO
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Tabor & Northern Railway..	Tabor	Malvern	8.79	
5. Chicago, Burlington & Quincy Rd. Co. -----	Switching connection at Malvern.....		1.98	

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	R. McClelland	Tabor, Iowa.
President	R. McClelland	Tabor, Iowa.
First Vice President.....	Thomas McClelland..	Galesburg, Ill.
Secretary and Treasurer.....	R. S. McClelland....	Tabor, Iowa.
Auditor	R. S. McClelland...	Tabor, Iowa.
General Manager	R. McClelland	Tabor, Iowa.
Traffic Manager	R. S. McClelland...	Tabor, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
R. McClelland	Tabor, Iowa.....	June 10, 1910.
Thomas McClelland	Galesburg, Ill.....	June 10, 1910.
R. S. McClelland.....	Tabor, Iowa.....	June 10, 1911.
J. M. Barbam.....	Los Angeles, Calif...	June 10, 1909.

1. Total number of stockholders at date of last election, 43.
 2. Date of last meeting of stockholders for election of directors,
 June 10, 1907.
 3. Postoffice address of general office, Tabor, Iowa.
 4. Postoffice address of operating office, Tabor, Iowa.

THIRTIETH ANNUAL REPORT OF THE

UNION PACIFIC RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Union Pacific R. R.				
Nebraska Division -----	Council Bluffs, Ia.	No. Platte, Neb...	298.23	
Nebraska Division -----	Initial Point Spur..	Omaha, Neb. ---	8.95	
Wyoming Division -----	North Platte, Neb.	Green River, Wyo.	538.29	
Utah Division -----	Green River, Wyo..	Ogden, Utah -----	176.00	
Kansas Division -----	Kansas City, Mo..	Ellis, Kan. -----	302.58	
Colorado Division, E. Dist.	Ellis, Kan. -----	Denver, Colo.-----	386.94	
Colorado Division, N. Dist.	Cheyenne, Wyo. ---	" (Pullman) Colo	104.15	
Colorado Division, Julesburg District -----	Julesburg, Colo....	La Salle, Colo...	151.53	1,901.07
1. b Beatrice Branch -----	Valley, Neb. -----	Beatrice, Neb. ---	96.72	
Stromsburg Branch -----	Valparaiso, Neb. --	Central City, Neb.	75.28	
Norfolk Branch -----	Columbus, Neb. ---	Norfolk, Neb. -----	50.87	
Albion Branch -----	Oconee, Neb. -----	Albion, Neb. -----	34.54	
Cedar Rapids Branch -----	Genoa, Neb. -----	Spalding, Neb. ---	44.42	
Ord Branch -----	Gr. Island, Neb..	Ord, Neb. -----	60.77	
Scotia Branch -----	Scotia Jct., Neb. --	Scotia, Neb. -----	1.37	
Loup City Branch -----	St. Paul, Neb. ---	Loup City, Neb. --	39.40	
Pleasanton Branch -----	Boelus, Neb. -----	Pleasanton, Neb...	22.09	
Kearney Branch -----	Kearney, Neb. -----	Callaway, Neb....	65.79	
Superior Branch -----	Thayer, Wyo. -----	Superior, Wyo. --	9.05	
Leavenworth Branch -----	Leavenworth, Kan.	Lawrence, Kan. --	31.63	
Manhattan Branch -----	Manhattan, Kan. --	Beatrice, Kan. ---	92.83	
Blue Springs Branch -----	Blue Spgs. Jct., Neb	Blue Spgs., Neb..	.67	
Junction City Branch -----	Junction City, Kan.	Concordia, Kan. --	70.86	
Solomon Branch -----	Lawrenceburg, Kan.	Belleville, Kan. --	17.15	
McPherson Branch -----	Solomon, Kan. -----	Beloit, Kan. -----	56.97	
Plainville Branch -----	Salina, Kan. -----	McPherson, Kan... --	85.46	
Colby Branch -----	Salina, Kan. -----	Plainville, Kan. --	108.35	
Boulder Branch -----	Oakley, Kan. -----	Plainville, Kan. --	122.00	
Park City Branch -----	Brighton, Colo. ---	Boulder, Colo. -----	27.00	
4. The Topeka & Northwestern R. R. -----	St. Vrains Jct., Col	Grant Mine, Colo.	6.47	
	Baum Mine Jet. Col	Baum Mine, Colo.	.96	
Total -----	Echo, Utah -----	Park City, Utah--	27.59	1,093.24
				3,908.91
		Onaga, Kan. -----	37.50	37.50
			3,031.41	3,031.41

OFFICERS

Title	Name	Location of Office
Chairman of the Executive Com.	E. H. Harriman.....	New York, N. Y.
President	E. H. Harriman.....	New York, N. Y.
Vice President	Wm. D. Cornish.....	New York, N. Y.
Secretary	Alex. Millar	New York, N. Y.
Treasurer	Fred'c V. S. Crosby..	New York, N. Y.
Assistant Secretary	Jos. Hellen	New York, N. Y.
General Solicitor	John N. Baldwin....	Omaha, Nebr.
Counsel	R. S. Lovett.....	New York, N. Y.
Attorney	Maxwell Everts	New York, N. Y.
Comptroller	Wm. Mahl	New York, N. Y.
Assistant Comptroller	H. S. Bradt	New York, N. Y.
General Auditor	Erastus Young	Omaha, Nebr.
Auditor	H. J. Stirling.....	Omaha, Nebr.
Vice President and Gen. Mgr.	A. L. Mohler.....	Omaha, Nebr.
Chief Engineer	Russell L. Huntley...	Omaha, Nebr.
General Superintendent	Wm. L. Park.....	Omaha, Nebr.
Superintendent	J. O. Brinkerhoff....	Kansas City, Mo.
Superintendent	Chas. Ware	Omaha, Nebr.
Superintendent	H. L. Anderson.....	Cheyenne, Wyo.
Superintendent	A. F. Vick Roy.....	Denver, Col.
Superintendent of Telegraph...	L. H. Korty.....	Omaha, Nebr.
Freight Traffic Manager.....	J. A. Munroe.....	Omaha, Nebr.
General Freight Agent.....	E. H. Wood.....	Omaha, Nebr.
First Asst. Gen. Freight Agent..	Chas. J. Lane.....	Omaha, Nebr.
Assistant General Freight Agent	W. H. Garratt.....	Omaha, Nebr.
General Passenger Agent.....	E. L. Lomax.....	Omaha, Nebr.
Asst. General Passenger Agent..	W. H. Murray.....	Omaha, Nebr.
Asst. General Passenger Agent..	W. L. Basinger.....	Omaha, Nebr.
General Baggage Agent.....	Andrew. Traynor	Council Bluffs, Ia.
Director of Purchases.....	W. V. S. Thorne.....	New York, N. Y.
Land Commissioner	B. A. McAllaster....	Omaha, Nebr.
Traffic Director	J. C. Stubbs.....	Chicago, Ill.
Assistant Traffic Director.....	E. O. McCormick....	Chicago, Ill.
Assistant Traffic Director.....	P. C. Stohr.....	Chicago, Ill.
Director of Maint. of Operation.	J. Kruttschnitt	Chicago, Ill.
Asst. Direc. of Maint. of Oper'n.	W. B. Scott.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Oliver Ames	Boston, Mass.....	October 8, 1907.
Wm. D. Cornish.....	New York, N. Y.....	October 8, 1907.
A. J. Earling.....	Chicago, Ill.....	October 8, 1907.
Henry C. Frick.....	Pittsburg, Pa.....	October 8, 1907.
Robert W. Goelet	New York, N. Y.....	October 8, 1907.
E. H. Harriman.....	Arden, N. Y.....	October 8, 1907.
Marvin Hughitt	Chicago, Ill.....	October 8, 1907.
R. S. Lovett.....	New York, N. Y.....	October 8, 1907.
Charles A. Peabody.....	New York, N. Y.....	October 8, 1907.
Wm. G. Rockefeller.....	New York, N. Y.....	October 8, 1907.
Henry H. Rogers.....	New York, N. Y.....	October 8, 1907.
Joseph F. Smith.....	Salt Lake City, Utah.	October 8, 1907.
James Stillman	New York, N. Y.....	October 8, 1907.
P. A. Valentine.....	Chicago, Ill.....	October 8, 1907.
One Vacancy		

1. Total number of stockholders at date of last election, 12,236.
2. Date of last meeting of stockholders for election of directors, October 9, 1906.
3. Postoffice address of general office, 120 Broadway, New York, N. Y.
4. Postoffice address of operating office, Omaha, Neb.

WABASH RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From-	To-		
1. a The Wabash Railroad -----	Toledo ----- Bluffs ----- Clayton ----- Decatur ----- Bridge Junction ----- C. & W. I. Jct.----- Shumway ----- Delray ----- Montpelier ----- St. Louis (Taylor av) " (23rd St.)----- Moberly ----- Pattonsburg ----- Quincy ----- St. Louis (Carr St.)	Aladdin ----- Camp Point ----- Elvaston ----- Bridge Junction E. St. Louis Frt. House ----- Effingham ----- Altamont ----- Butler ----- Clarke Junction ----- 23rd Street ----- Harlem ----- Ottumwa ----- Council Bluffs ----- ----- Ferguson -----	400.5 39.8 34.5 109.4 0.8 205.0 9.4 101.9 149.5 0.4 274.6 131.3 143.7 0.9 10.7	1,680.2
1. b The Wabash Railroad -----	Sidney ----- Edwardsville ----- Attica ----- Fairbury ----- Salisbury ----- Brunswick ----- Ex. Springs Jct... ----- Moulton ----- Toledo & Chicago R. R. Fort Wayne & Detroit R. R.	Champaign ----- Edwardsville Jct. ----- Covington ----- Streator ----- Glasgow ----- Chillicothe ----- Pattonsburg ----- Columbia ----- Milwaukee Jct. ----- Chesterfield ----- Montpelier ----- New Haven ----- Pittsfield -----	11.7 2.2 14.8 30.9 15.4 38.3 9.7 94.1 49.6 25.7 6.2	75.0 280.4 6.2
2. Brunswick & Chillicothe R.R. St. Louis, Council Bluffs & Omaha R. R. ----- Columbia & St. Louis R. R. Kansas City, Ex. Springs & Nor. R. R. ----- Moulton, Albia & Des M. R. R. ----- Toledo & Chicago R. R. Fort Wayne & Detroit R. R.	Centralia ----- Ex. Springs Jct... ----- Maumee ----- Butler ----- Mansville ----- Toledo ----- Detroit ----- Wellans Jct. ----- Suspension Bridge Black Rock ----- Detroit Union Dep. Delray ----- Chicago ----- State Line (Ind.-Ill.) Clarke Jct ----- Camp Point ----- East Hannibal ----- Elvaston ----- Forrest Jct. ----- Hamilton ----- Hannibal Br. Track Bridge Junction ---	Pattonsburg ----- Milwaukee Jct. ----- Milwaukee Jct. ----- Chesterfield ----- Maumee ----- Butler ----- Pittsfield ----- Milan ----- Black Rock ----- Suspension Bridge Buffalo ----- International Jct. ----- Delray ----- Chicago ----- C. & W. I. Jct. ----- C. & W. I. Jct. ----- St. Line, Ind.-Ill. ----- Quincy ----- Quincy ----- Hamilton ----- Fairbury ----- Keokuk ----- Hannibal (U. D.) ----- St. Louis Un. Sta.	41.4 21.6 9.7 94.1 49.6 25.7 30.9 227.1 17.8 25.6 4.8 4.5 0.1 8.0 11.9 5.7 22.7 16.2 6.5 6.2 1.3 0.4 3.8	
3. Louisiana & Pike Co. R. R. 4. None. 5. Ann Arbor R. R. Grand Trunk R. R. Erie R. R. ----- Detroit, U. D. & Station Co. Pere Marquette R. R. ----- Chicago & Western Ind. R.R. Chicago Term. Transfer R.R. Chicago, Burl. & Q. R. R. ----- Toledo, Peoria & W. R. R. ----- Keokuk Bridge Co. ----- Mo., Kas. and Tex. R. R. ----- Terminal R. R. Assn. of St. Louis -----				

BOARD OF RAILROAD COMMISSIONERS

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PROPERTY OPERATED—CONTINUED.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Chicago & Eastern Ill. R. R. Terminal R. R. Assn. of St. Louis	Altamont -----	-----	0.9	
Hannibal & St. Joseph R. R.	St. Louis Union St.	23rd St. -----	0.7	
Iowa Central Ry.	Harlem -----	Kansas City -----	1.5	
Mo., Kas. & Tex. R. R.	Albia -----	Albia Connection -----	0.2	
Missouri Pacific Ry.	Hannibal -----	Moberly -----	69.7	
Des Moines Union Ry.	St. Louis (Olive St.)	Carr Street -----	0.5	
Union Pacific R. R.	Chesterfield -----	Des Moines -----	2.4	
Chicago, M. & St. P. Ry.	Council Bluffs -----	Omaha -----	2.8	
	Wabash Conn. -----	Council Bluffs (U. D.) -----	0.8	478.5
Total -----	-----	-----		3,514.8

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	E. T. Jeffery.....	New York City.
President	F. A. Delano.....	Chicago, Ill.
Vice President	Edgar T. Welles.....	New York City.
Vice President	Wells H. Blodgett...	St. Louis, Mo.
Vice President	E. B. Pryor.....	St. Louis, Mo.
Secretary	J. C. Otteson.....	New York City.
Treasurer	F. L. O'Leary.....	St. Louis, Mo.
General Solicitor	C. N. Travous.....	St. Louis, Mo.
Attorney, or General Counsel....	Wells H. Blodgett...	St. Louis, Mo.
Auditor	T. J. Tobin.....	St. Louis, Mo.
Vice President and Gen. Mgr....	Henry Miller	St. Louis, Mo.
Chief Engineer	A. O. Cunningham...	St. Louis, Mo.
General Superintendent	S. E. Cotter.....	St. Louis, Mo.
Division Superintendent	J. J. Sim.....	Detroit, Mich.
Division Superintendent	J. C. Sullivan.....	Peru, Ind.
Division Superintendent	L. J. Ferritor.....	Decatur, Ill.
Division Superintendent	C. E. Brown.....	Springfield, Ill.
Division Superintendent	J. E. Stumpf.....	Moberly, Mo.
Superintendent of Telegraph....	G. C. Kinsman.....	Decatur, Ill.
Traffic Manager	D. O. Ives.....	St. Louis, Mo.
Assistant Traffic Manager.....	W. C. Maxwell.....	St. Louis, Mo.
Asst. General Freight Agent....	R. N. Collyer.....	St. Louis, Mo.
General Passenger Agent.....	C. S. Crane.....	St. Louis, Mo.
Asst. General Passenger Agent..	H. V. P. Taylor.....	St. Louis, Mo.
General Ticket Agent.....	C. S. Crane.....	St. Louis, Mo.
Assistant General Ticket Agent.	H. V. P. Taylor.....	St. Louis, Mo.
General Baggage Agent.....	S. H. Overholt.....	St. Louis, Mo.

**THIRTIETH ANNUAL REPORT OF THE
ORGANIZATION**

Names of Directors	Postoffice Address	Date of Expiration of Term
Geo. J. Gould.....	New York City.....	2d Tu. in Oct., 1907
Edward G. Jeffrey.....	New York City.....	2d Tu. in Oct., 1907
Frederic A. Delano	Chicago, Ill.....	2d Tu. in Oct., 1907
Edgar T. Welles.....	New York City.....	2d Tu. in Oct., 1907
John T. Terry.....	New York City.....	2d Tu. in Oct., 1907
Winslow S. Pierce.....	New York City.....	2d Tu. in Oct., 1907
S. C. Reynolds.....	Toledo, Ohio	2d Tu. in Oct., 1907
Robert C. Clowry.....	New York City.....	2d Tu. in Oct., 1907
Robert M. Gallaway.....	New York City.....	2d Tu. in Oct., 1907
William B. Sanders.....	Cleveland, Ohio	2d Tu. in Oct., 1907
Thos. H. Hubbard.....	New York City.....	2d Tu. in Oct., 1907
Wells H. Blodgett	St. Louis, Mo.....	2d Tu. in Oct., 1907
J. J. Slocum.....	New York City.....	2d Tu. in Oct., 1907

1. Total number of stockholders at date of last election, 2,149.
 2. Date of last meeting of stockholders for election of directors,
 October 9, 1906.
 3. Postoffice address of general office, St. Louis, Mo.
 4. Postoffice address of operating office, St. Louis, Mo.

WILLMAR & SIOUX FALLS RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Willmar & Sioux Falls Ry...	Willmar, Minn. --- Garretson, S. D...	Sioux City, Ia. --- Yankton, S. D. --	223.76 30.49	304.25
2. Sioux City & Western Ry. ...	So. Sioux City, Neb	O'Neill, Neb. -----	129.16	129.16
5. Union Terminal Co. -----	In Sioux City, Ia. Junction with W. & S. F. Ry. -----	Junct. with tracks C., M. & St. P. Ry -----	1.57	
Chicago, M. & St. P. Ry. ...	Junction with tracks of Union Terminal Co. -----	Junct. with tracks of the Combina- tion Bdg. Co.-----	.60	
Combination Bridge Co.-----	Junction with tracks of C. M. & St. P. Ry. -----	S. Sioux City, Neb	1.15	3.33
Total -----				436.73

OFFICERS

Title	Name	Location of Office
President	Louis W. Hill.....	St. Paul, Minn.
Vice President	R. I. Farrington.....	St. Paul, Minn.
Secretary and Treasurer.....	Edward Sawyer	St. Paul, Minn.
General Solicitor	W. R. Begg.....	St. Paul, Minn.
Assistant General Solicitor.....	J. D. Armstrong.....	St. Paul, Minn.
Assistant General Solicitor.....	M. L. Countryman....	St. Paul, Minn.
Comptroller	John G. Drew.....	St. Paul, Minn.
Assistant Comptroller	Geo. R. Martin.....	St. Paul, Minn.
Auditor	F. E. Draper.....	St. Paul, Minn.
General Manager	Frank E. Ward.....	St. Paul, Minn.
Assistant General Manager.....	H. A. Kennedy.....	St. Paul, Minn.
Chief Engineer	A. H. Hogeland.....	St. Paul, Minn.
General Superintendent	E. L. Brown.....	St. Paul, Minn.
Superintendent	R. L. Knebel.....	Sioux City, Iowa.
Gen. Supt. of Transportation.....	W. C. Watrous.....	St. Paul, Minn.
Superintendent of Telegraph.....	E. J. Little.....	St. Paul, Minn.
General Traffic Manager.....	W. W. Boughton.....	St. Paul, Minn.
General Passenger Agent.....	A. L. Craig.....	St. Paul, Minn.
General Baggage Agent.....	S. A. Smart.....	St. Paul, Minn.

**THIRTIETH ANNUAL REPORT OF THE
ORGANIZATION**

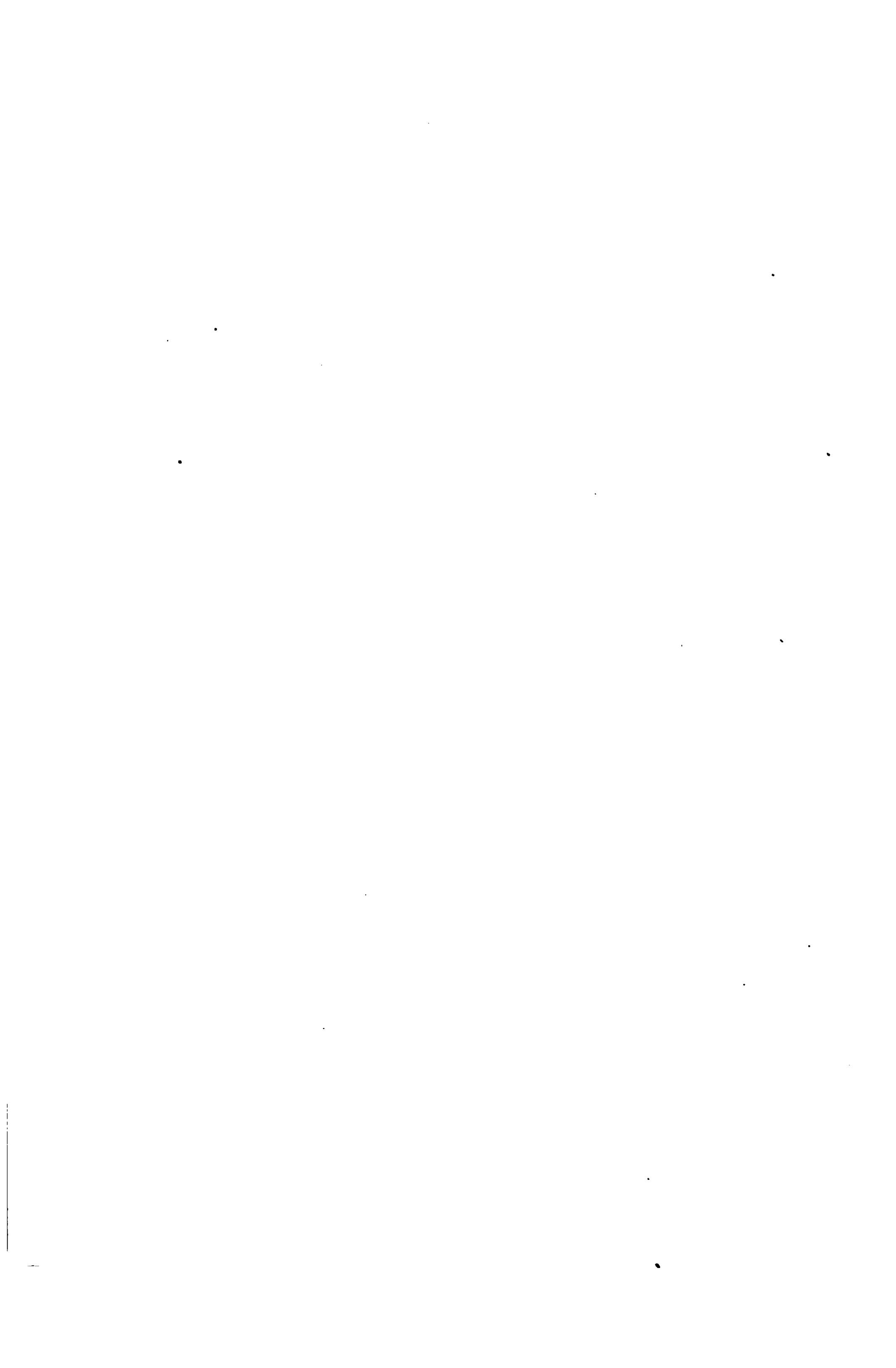
Names of Directors	Postoffice Address	Date of Expiration of Term
Louis W. Hill.....	St. Paul, Minn.....	When suc. elected
R. I. Farrington.....	St. Paul, Minn.....	When suc. elected
E. Sawyer	St. Paul, Minn.....	When suc. elected
W. R. Begg.....	St. Paul, Minn.....	When suc. elected
F. E. Ward.....	St. Paul, Minn.....	When suc. elected

1. Total number of stockholders at date of last election, 6.
 2. Date of last meeting of stockholders for election of directors.
 November 19, 1906.
 3. Postoffice address of general office, St. Paul, Minn.
 4. Postoffice address of operating office, St. Paul, Minn.

OFFICERS AND DIRECTORS

OF

ELECTRIC INTERURBAN LINES



OFFICERS AND DIRECTORS OF ELECTRIC RAILWAY COMPANIES**BOONE SUBURBAN RAILWAY COMPANY****BOONE, IOWA****OFFICERS OF THE COMPANY**

Name	Title	Official Address
John Reynolds	President	Boone, Iowa.
F. H. Richardson.....	Vice President	Boone, Iowa.
S. G. Clarke.....	Secretary	Boone, Iowa.
City Bank of Boone.....	Treasurer	Boone, Iowa.
S. G. Clarke.....	Auditor	Boone, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
John Reynolds	Boone, Iowa.
F. H. Richardson.....	Boone, Iowa.
S. G. Clarke.....	Boone, Iowa.

Date of close of fiscal year, June 3d.

Date of stockholders' annual meeting, first Monday in October.

THIRTIETH ANNUAL REPORT OF THE

**CEDAR RAPIDS & IOWA CITY RAILWAY AND LIGHT COMPANY
CEDAR RAPIDS, IOWA.**

Present company is a consolidation of Cedar Rapids, Iowa City & Southern Railway Company and Cedar Rapids Electric Light and Power Company.

OFFICERS OF THE COMPANY

Name	Title	Official Address
William G. Dows.....	President	Cedar Rapids, Ia.
N. M. Hubbard, Jr.....	Vice President	Cedar Rapids, Ia.
Isaac B. Smith.....	Secretary	Cedar Rapids, Ia.
Isaac B. Smith.....	Treasurer	Cedar Rapids, Ia.
C. S. Woodward.....	Auditor	Cedar Rapids, Ia.
William G. Dows.....	General Manager	Cedar Rapids, Ia.

DIRECTORS OF THE COMPANY

Name	Residence
S. L. Dows.....	Cedar Rapids, Ia.
J. H. Smith.....	Cedar Rapids, Ia.
William G. Dows.....	Cedar Rapids, Ia.
Isaac B. Smith.....	Cedar Rapids, Ia.
Ed. H. Smith.....	Cedar Rapids, Ia.
Benjamin Thaw	Pittsburg, Pa.
N. M. Hubbard, Jr.....	Cedar Rapids, Ia.
E. E. Pinney.....	Cedar Rapids, Ia.
E. P. Smith.....	Chicago, Ill.
W. F. Severa.....	Cedar Rapids, Ia.
John A. Reed.....	Cedar Rapids, Ia.

Date of close of fiscal year, December 31, 1907.

Date of stockholders' annual meeting, last Tuesday in May.

CEDAR RAPIDS & MARION CITY RAILWAY COMPANY

CEDAR RAPIDS, IOWA.

In the year 1879 the Cedar Rapids & Marion Railway Company built a steam motor line from the city limits of Cedar Rapids to Marion, connecting this line with horse car lines into the business portion of Cedar Rapids. Afterwards additional horse car lines were built in said last named city and up to 1891 operated by the company constructing the same.

In 1891 the property rights and franchises of the Cedar Rapids & Marion Railway Company were purchased by the present company, who built and extended the lines within the city of Cedar Rapids and installed electric service thereon, and to Marion.

In the year 1904 a branch line was constructed in the city of Cedar Rapids to one of the city parks, a distance of 2.15 miles, and in 1906 1.44 miles of extensions were added to existing city lines in Cedar Rapids.

OFFICERS OF THE COMPANY

Name	Title	Official Address
P. E. Hall.....	President	Cedar Rapids, Ia.
Henry V. Ferguson.....	Vice President	Cedar Rapids, Ia.
Henry V. Ferguson.....	Secretary	Cedar Rapids, Ia.
John S. Ely.....	Treasurer	Cedar Rapids, Ia.
A. M. Wragg.....	Auditor	Cedar Rapids, Ia.
F. L. Diserens.....	Superintendent	Cedar Rapids, Ia.

DIRECTORS OF THE COMPANY

Name	Residence
P. E. Hall.....	Cedar Rapids, Ia.
George B. Douglas.....	Cedar Rapids, Ia.
Walter D. Douglas.....	Minneapolis, Minn
John S. Ely.....	Cedar Rapids, Ia.
Henry V. Ferguson.....	Cedar Rapids, Ia.
David P. Kimball.....	Boston, Mass.
J. E. Ainsworth.....	Moline, Ill.

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, second Tuesday in February.

THIRTIETH ANNUAL REPORT OF THE

IOWA & ILLINOIS RAILWAY COMPANY
CLINTON, IOWA.

OFFICERS OF THE COMPANY

Name	Title	Official Address
G. E. Lamb.....	President	Clinton, Iowa.
F. W. Ellis	First Vice President....	Clinton, Iowa.
Henry Thuenen, Jr.....	Second Vice President..	Davenport, Iowa.
A. B. McCoy.....	Secretary	Clinton, Iowa.
C. B. Mills.....	Treasurer	Clinton, Iowa.
J. C. Feddersen.....	Auditor	Clinton, Iowa.
P. P. Crafts.....	General Manager	Clinton, Iowa.
F. H. Perkins.....	Superintendent	Clinton, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
G. E. Lamb.....	Clinton, Iowa.
F. W. Ellis.....	Clinton, Iowa.
R. B. McCoy.....	Clinton, Iowa.
Lafayette Lamb	Clinton, Iowa.
C. B. Mills.....	Clinton, Iowa.
L. M. Ellis.....	Clinton, Iowa.
Henry Thuenen, Jr.....	Davenport, Iowa.
A. L. Register.....	Philadelphia, Pa.
Julius Christiansen	Philadelphia, Pa.

**INTER-URBAN RAILWAY COMPANY
DES MOINES, IOWA.**

OFFICERS OF THE COMPANY

Name	Title	Official Address
H. H. Polk.....	President	Des Moines, Iowa.
E. P. Smith.....	Vice President	Chicago, Ill.
W. I. Haskit.....	Secretary	Des Moines, Iowa.
G. B. Hippee.....	Treasurer	Des Moines, Iowa.
C. L. Wight.....	Auditor	Des Moines, Iowa.
H. H. Polk.....	General Manager	Des Moines, Iowa.
F. S. Cummins.....	Superintendent	Des Moines, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
H. H. Polk.....	Des Moines, Iowa.
N. T. Guernsey.....	Des Moines, Iowa.
G. B. Hippee.....	Des Moines, Iowa.
N. W. Harris.....	Chicago, Ill.
E. P. Smith.....	Chicago, Ill.

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Tuesday in January.

THIRTIETH ANNUAL REPORT OF THE

MASON CITY & CLEAR LAKE TRACTION COMPANY
MASON CITY, IOWA.

Organized December 15, 1896.

OFFICERS OF THE COMPANY

Name	Title	Official Address
W. E. Brice.....	President	Mason City, Iowa.
F. J. Hanlon.....	Vice President	Mason City, Iowa.
F. J. Hanlon.....	Secretary	Mason City, Iowa.
C. H. McNider.....	Treasurer	Mason City, Iowa.
G. E. Peck.....	Auditor	Mason City, Iowa.
F. J. Hanlon.....	General Manager	Mason City, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
W. E. Brice.....	Mason City, Iowa.
C. H. McNider.....	Mason City, Iowa.
F. J. Hanlon.....	Mason City, Iowa.

Date of close of fiscal year, July 31st.
 Date of stockholders' annual meeting, first Thursday after first Monday
 in January.

TAMA & TOLEDO ELECTRIC RAILWAY AND LIGHT COMPANY
TOLEDO, IOWA.

OFFICERS OF THE COMPANY

Name	Title	Official Address
W. C. Walters.....	President	Toledo, Iowa.
W. E. Brice.....	Vice President	Mason City, Iowa.
J. P. Walters.....	Secretary	Toledo, Iowa.
C. E. Walters.....	Treasurer	Toledo, Iowa.
J. P. Walters.....	Auditor	Toledo, Iowa.
W. C. Walters.....	General Manager	Toledo, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
L. Clark	Toledo, Iowa.
W. C. Walters.....	Toledo, Iowa.
W. E. Brice	Mason City, Iowa.
C. E. Walters.....	Toledo, Iowa.
J. P. Walters.....	Toledo, Iowa.

Date of close of fiscal year, January 1st.

Date of stockholders' annual meeting, first Tuesday in February.



DECISIONS

No. 3312—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Chicago, Milwaukee & Saint Paul Railway Company for permission to condemn certain lands in Tama county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & Saint Paul Railway Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Tama county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Chicago, Milwaukee & Saint Paul Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A strip, belt, or piece of land, one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground for change of line and extending from the east side to the west side of the northwest quarter of section twenty-three, township eighty-three north, range fourteen west;

Also two strips of land, each twenty-five feet in width, one on the north side and the other on the south side of the above described right of way, and contiguous thereto, and extending easterly a distance of twelve hundred and fifty feet, measured along said new center line of main track, from the west side line of the northwest quarter of said section twenty-three;

Also a strip of land, twenty-five feet in width, on the north side of and contiguous to the above described right of way, and extending easterly a distance of one hundred and fifty feet, measured along said new center line of main track, from the west boundary line of said northwest quarter of section twenty-three;

Also a strip of land, one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out upon the ground, and extending from the east side to the south side across the southeast quarter of the northeast quarter of section twenty-two, township eighty-three north, range fourteen west;

Also a strip of land, twenty-five feet in width, on the south side of and contiguous to the last above described right of way, and a strip of land, fifty feet in width, on the north side of the last above described right of way, and contiguous thereto, and extending westerly a distance of two hundred feet,

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measured along the said new center line of main track, from the east side line of said southeast quarter of the northeast quarter of said section twenty-two;

Also a strip of land, one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground, and extending from the north side to the west side of the northeast quarter of the southeast quarter of section twenty-two, township eighty-three north, range fourteen west;

Also two strips of land, each twenty-five feet in width, one on the northerly side and the other on the southerly side of the above described right of way and contiguous thereto, and extending easterly a distance of four hundred feet, measured along the said new center line of main track from the west side line of said northeast quarter of the southeast quarter of section twenty-two, township eighty-three north, range fourteen west;

Containing in all twelve and eighty-nine hundredths acres.

All that part of the south half of the northeast quarter of section thirteen, township eighty-three north, range fourteen west, lying south of the line drawn parallel to and fifty feet northerly from, measured at right angles to, the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground, and extending from the east boundary line to the south boundary line of said south half of the northeast quarter of section thirteen;

Containing in all six and twelve hundredths acres.

A strip of land one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground, and extending from the public highway near the east boundary line of the southwest quarter of section eighteen, township eighty-three north, range thirteen west, northwesterly to the west side line of the southwest quarter of the northwest quarter of said section eighteen;

Also two additional strips of land, twenty-five feet in width, one on the north side and one on the south side of above described right of way, and contiguous thereto, and extending northwesterly from the said public highway a distance of fifteen hundred and forty-seven feet, measured along the center line of said new main track;

Also a strip of land, twenty-five feet in width, on the southerly side of the last above described tract of land, and contiguous thereto, and extending northwesterly a distance of nine hundred feet from a point which is six hundred and forty-seven feet northwesterly from the said highway, measured along the new center line of main track;

Containing in all eight and sixty-three hundredths acres more or less.

All that part of the southwest quarter of southwest quarter of southwest quarter of section seventeen, township eighty-three, range thirteen west, lying southwesterly of present right of way of the Chicago, Milwaukee & Saint Paul Railway Company.

Containing in all fifty-nine hundredths acres more or less.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary with the instruction that the same be filed with the clerk of the district court of Tama county, Iowa.

Des Moines, Iowa, February 5, 1907.

No. 3313—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
In the matter of the petition of the Chicago & North-Western Railway
Company for permission to condemn certain lands in Clinton county,
Iowa.

In the matter of the petition of the Chicago & North-Western Railway
Company for permission to condemn certain lands as provided by section

1998 of the Code of Iowa, in Clinton county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Chicago & North-Western Railway Company to the Board stating the desire of the said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railway company, to-wit:

Lot four (4) block one (1) Peck's First Addition to the city of Clinton and State of Iowa.

In witness this Board has caused this certificate to be executed and duly signed and attested by its secretary with the instruction that the same be filed with the clerk of the district court of Clinton county, Iowa.

Des Moines, February 6, 1907.

No. 3314—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
In the matter of the petition of the Des Moines Terminal Company for permission to condemn certain lands in Polk county, Iowa.

In the matter of the petition of the Des Moines Terminal Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Polk county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Des Moines Terminal Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such company, to-wit:

All of lots Nos. 8, 9 and 10 in block 4, Chesterfield.

All of lots Nos. 12, 13, 14, 15, 16 and 17 in block 22, Larison Place, in the city of Des Moines, Polk county, Iowa.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary with the instruction that the same be filed with the clerk of the district court of Polk county, Iowa.

Des Moines, Iowa, February 14, 1907.

No. 3315—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
In the matter of the petition of the Fort, Dodge, Des Moines & Southern Railroad Company for permission to condemn certain lands in Webster county, Iowa.

In the matter of the petition of the Fort Dodge, Des Moines & Southern Railroad Company for permission to condemn certain lands as provided

by section 1998 of the Code of Iowa, in Webster county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Fort Dodge, Des Moines & Southern Railroad Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such company, to-wit:

Lots seven and eight of block twenty-one in Carpenter, Morrison & Vincent's Addition to Fort Dodge, Iowa.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with the instruction that the same be filed with the clerk of the district court of Webster county, Iowa.

Des Moines, Iowa, March 18, 1907.

No. 3316—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the petition of the Dubuque & Sioux City Railroad Company for permission to condemn certain lands in Harrison county, Iowa.

In the matter of the petition of the Dubuque & Sioux City Railroad Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Harrison county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Dubuque & Sioux City Railroad Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such company, to-wit:

An irregular strip of land lying on the east side of the present waylands 150 feet wide of the Dubuque & Sioux City Railroad Company in a part of the north half of section thirty-four, township seventy-eight north, range forty-four, west of the Fifth Principal Meridian, Harrison county, Iowa, said strip being bounded and described as follows:

Beginning at a point at the intersection of the south line of said north half of section thirty-four and the southeasterly line of said present waylands, thence northeasterly along said southeasterly line seventy-five feet from and parallel to the center line of main track of said railroad company, a distance of two thousand and sixty feet more or less, to the westerly line of the public highway at this point. Thence southerly along the westerly line of highway, a distance of two hundred forty-four feet more or less, thence continuing southerly along said westerly line a further distance of 647.5 feet, thence deflecting to the right and continuing southerly along said westerly line of highway a distance of 927.7 feet, thence deflecting to the right and continuing southerly along said

westerly line of highway, a further distance 251 feet, to the said south line of the north half of section thirty-four, thence west along said south line, a distance of 121.5 feet to point of beginning, containing five and four-hundredths acres more or less.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with the instruction that the same be filed with the clerk of the district court of Harrison county, Iowa.

Des Moines, Iowa, March 29, 1907.

No. 3317—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

N. P. DODGE & COMPANY ET AL.,
Complainants, }
vs.
THE WABASH RAILROAD COMPANY. } Complaint on Account of Obstruction
of Water Course.

Complaint filed February 16, 1906.

OPINION OF THE BOARD.

The complainants are residents and citizens of Council Bluffs, Iowa, and owners of lands in section seven (7), township seventy-four (74), range forty-three (43), Pottawattamie county, Iowa, which lands are affected and damaged by the overflow of Mosquito creek which is crossed by the defendant railroad company. The defendant's railway crosses this water-course over a wooden trestle which is supported by piling. The course of this stream is from northeast to southwest and the bridge or trestle stands nearly east and west.

It is claimed that piling of this bridge is an obstruction against which debris coming down from the high lands in times of high water, collects and dams up the stream, and in times of excessive high water causes the flooding of a large amount of land.

The Board of Railroad Commissioners examined the premises on April 15, 1907. They found that the stream in question drains a large territory and at times carries a large amount of water; that several years have elapsed since there has been an excessive flood; that the stream is narrow, exceedingly crooked and tortuous and has high banks. In many places its banks are covered with willow and other trees. At the point in controversy it flows through a level tract of land.

The trestle or bridge in controversy is sound. The piling which supports the bridge is at right angles with it and is not with the course of the stream. This fact makes it peculiarly susceptible to the gathering of debris, such as brush, cornstalks, etc., which float down the stream in time of high water. From the situation of the piling it causes a gathering of debris in times of excessive high water, which dams up the water and causes it to overflow. The ordinary flow of water is not obstructed by the piling.

We believe that if the piling was removed and reset in harmony with the flow of the stream that the danger from the gathering of debris and thus obstructing the flow of the stream would be obviated. If this was done then in our judgment there would be no more danger of flooding from obstruction at this point than at other points above where the stream is narrow, banks high, and fringed with willows and underbrush. Believing that the danger can be obviated by making this change we do not feel warranted in compelling the railroad company to bear the expense of taking out the present bridge which is in good condition in every respect, and substituting in place thereof an expensive span which would be sufficiently strong without piling.

It is therefore ordered by the Board of Railroad Commissioners that the defendant Wabash Railroad Company within ninety days from this date, repile such bridge by placing each line of piles parallel with the flow and current of the stream, and to remove all obstructions caused by the stumps of old piles in the river bed.

Des Moines, Iowa, April 18, 1907.

No. 3318—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
In the matter of the petition of the Chicago, Rock Island & Pacific Railway Company for permission to condemn certain lands in the city of Cedar Rapids and county of Linn, State of Iowa.

In the matter of the petition of the Chicago, Rock Island & Pacific Railway Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in the city of Cedar Rapids, county of Linn, State of Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Chicago, Rock Island & Pacific Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such company, to-wit:

The southeast thirty-four (34) feet of lot one (1), block ten (10), city of Cedar Rapids; owned by Jennie A. Gilchrist.

The southeast one-half ($\frac{1}{2}$) of lot nine (9), block ten (10), Carpenter's Addition to Cedar Rapids; now owned by Aloisie Melsa.

The southeast one-half ($\frac{1}{2}$) of lot ten (10), block one (1), Carpenter's Addition to Cedar Rapids; now owned by Frank W. Bushnell.

The easterly twenty-five (25) feet of lot eight (8), block ten (10), Original Town, now city of Cedar Rapids; now owned by Frank Rousar and Marie Rousar.

The southeasterly thirty-eight (38) feet of lot ten (10), block ten (10), Original Town, now city of Cedar Rapids; now owned by the Cedar Rapids Cigar Manufacturing Company.

Lot three (3), fractional block three (3), Carpenter's Addition to Cedar Rapids; now known as lot three (3), Auditor's Plat Twenty-five (25); now owned by Frank G. Hromatko.

Lot four (4), fractional block three (3), Carpenter's Addition to Cedar Rapids, now known as lot four (4) Auditor's Plat twenty-five (25); now owned by Martha C. and Joseph A. Gillette, and M. V. Bolton and R. Van Vechten.

The rear one-half ($\frac{1}{2}$) of lots seven and eight (7 and 8), Auditor's Plat twenty-five (25), Cedar Rapids; now owned by William Hamacher.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with the instruction that the same be filed with the clerk of the district court of Linn county, Iowa.

Des Moines, Iowa, April 19, 1907.

No. 3319—1907.

S. D. DRAKE ET AL.

vs.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY AND THE MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY.

} Joint Station.

Complaint filed February 8, 1907.

STATEMENT OF FACTS AND OPINION OF COMMISSION.

The petitioners are largely residents of the northern part of Kossuth county. They pray that this Board order the above entitled railway companies "to erect a comfortable building at the intersection of these lines near the town of LuVerne Iowa, for the accommodations of passengers and their baggage who may desire to make the change from one railway line to the other."

Pursuant to notice given to the petitioners and the railway companies interested, a public hearing was had at the town of LuVerne on May 2, 1907. None of the petitioners were residents of the town of LuVerne, nor were there any appearances in their behalf. The Chicago & North-Western Railway Company was represented by R. H. Aishton and J. C. Davis. No appearance was made on behalf of the Minneapolis & Saint Louis Railway Company.

Upon examination of the premises involved, the Board find the following facts: The town of LuVerne is about thirty years old and was built about the time of the construction of the Minneapolis & Saint Louis Railway. It is built upon a ridge of ground on each side of which the land is low and wet. Each depot is built on high and well-drained ground. These depots as now situated are about three-fourths of a mile apart. At the intersection of the roads the ground is low and wet and unsuitable for depot switches and stock-yard purposes. It would be impracticable to lay out any highways which would connect any street of LuVerne with a depot at the intersection of these roads on account of the fact that between the town and said intersection the land is very low and swampy and unfit for a public highway.

We conversed with many of the citizens of LuVerne and found that there was no demand in the town itself for such a depot as is prayed for by the petitioners. We further found it would be impracticable to remove the stock-yards, switches, elevators, coal sheds, etc., now situated upon each line of road.

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Granting the prayer of the petitioners would also involve a union depot and the abandonment of the present depots. Such union depot would be inaccessible to the business interests of the town. These business interests are now well served, especially by the Minneapolis & Saint Louis Railway Company, by reason of the fact that its stock-yards, elevators, etc., are very close to the main street of the town upon which all business buildings are situated. The people of LuVerne were practically unanimously opposed to the change which would be necessary if the prayer of the petitioners were granted.

We find that a union depot would be much more inconvenient to the people and business interests of LuVerne than as the depots are now situated and as the people are at present served.

We are informed that at about the time the Chicago & North-Western Railway was built an attempt was made on the part of said road to provide for a union station which was prevented by the opposition of the residents of LuVerne. By reason of the above findings of facts it is the opinion of the Board of Railroad Commissioners that the prayer of the petitioners ought not to be granted and the petition is therefore dismissed.

Des Moines, Iowa, May 24, 1907.

No. 3320—1907.

S. D. DRAKE ET AL.
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY AND THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY COM-
PANY. } Establishment of Joint Station.

Complaint filed February 8, 1907.

STATEMENT OF FACTS AND OPINION OF COMMISSION.

The original petitioners in this case were all residents of Swea City, Kossuth county, Iowa. They joined in an application to the Commission for an order requiring the Chicago & North-Western Railway Company and the Chicago, Rock Island & Pacific Railway Company to erect a comfortable building at the intersection of their lines near the towns of Maple Hill, a station on the Chicago Rock Island & Pacific Railway, and Gridley, a station on the Chicago & North-Western Railway. A large number of other petitioners from different towns in Kossuth county afterwards joined in the above petition, at the same time asking for relief in other respects and as to different localities.

Pursuant to notice the Commissioners met upon the premises in a public hearing on May 2, 1907. Representatives of the railways affected appeared at the hearing. Sirs Hubbell, Hope, Wilson and Wright appeared for the Chicago, Rock Island & Pacific Railway Company, Sirs Aishton and Davis appeared for the Chicago & North-Western Railway Company. An appearance was made by citizens residing in the locality on behalf of the petitioners.

The Board finds that the stations are about one and one-half mile apart; that the facilities for transfer of passengers are by team; that the population of the village of Maple Hill is fifteen and the population of Gridley ten. The people of the villages are not personally interested in the relief asked by the petitioners. We find on account of the conditions existing at the intersection of the two roads that it would require a large expenditure of money to fill in the land necessary for a station and for connecting tracks. A station at the intersection of the roads would be a great inconvenience to the residents of the villages, both of which are well situated upon high and well-drained ground. It would be entirely impracticable, at least, without very great expense, to procure and build highways to and at the intersection of the roads.

It is our opinion that there is no sufficient demand for a depot at the intersection of the roads to warrant the great expenditure of the money necessary to build and maintain the same and make it accessible to people who might have occasion to use it, therefore the petition is denied.

Des Moines, Iowa, May 24, 1907.

No. 3321—1907.

J. L. DICKINSON ET AL.
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY AND THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY COM-
PANY.
Complaint filed February 8, 1907.

} Joint Station with Telegraph Opera-
tor.

STATEMENT OF FACTS AND OPINION OF COMMISSION.

In the above entitled case J. L. Dickinson and others petitioned the Board for an order requiring the placing of a depot, together with telegraph operator, by the Chicago & North-Western Railway Company and the Chicago, Rock Island & Pacific Railway Company, at the intersection of their roads at Gerled, Iowa.

Pursuant to due notice to the petitioners and the railroads interested a public hearing was had on the premises on May 2, 1907. Messrs. Hubbell, Hope, Wilson and Wright appeared for the Chicago, Rock Island & Pacific Railway Company and Messrs. Aishton and Davis for the Chicago & North-Western Railway Company. Mr. Claussen appeared on behalf of the petitioners.

Gerled is the point where the railroads above mentioned cross each other. There is but one place of business and a small station at this point. This crossing serves the people of the north part of Kossuth county on going to and coming from the county seat and other places of the county. No complaints are made as to the stoppage of trains for the accommodation of the public travel. The only contention is that the depot itself is inadequate to accommodate the large number of passengers who use it. The Commissioners find that the contention of the petitioners

is well founded. During this investigation, however, a conference was had between the railroads interested and the petitioners and an agreement was made which was satisfactory to the petitioners as to the enlargement of the depot, which agreement was approved by this Board. As nothing further remained for this Board the case is now closed.

Des Moines, Iowa May 24, 1907.

No. 3322—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

BOONE BRICK, TILE AND PAVING COMPANY

vs.

THE NEWTON & NORTHWESTERN RAILROAD COMPANY, THE FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY.

Switching Charge.

Complaint filed May 28, 1907.

DECISION OF THE COMMISSIONERS.

The following is the complaint made in this case:

BOONE, Iowa, May 27, 1907.

Honorable Board of Railroad Commissioners, Des Moines, Iowa.

GENTLEMEN:—We herewith petition your honorable body to establish a switching charge on brick in car lots from Ames, Iowa, to Agricultural grounds, via the Newton & Northwestern Railway, formerly the Ames & College Railway.

The distance does not exceed a mile and a half and is wholly within the corporation limits of Ames and we maintain that a switching charge of say \$3.00 a car would be entirely equitable and should be put in force at this point.

Our Mr. Stevens will call on you soon and take the matter up with you.

Yours truly,

BOONE BRICK, TILE & PAVING CO.,

Per B. M. Huntley, Mgr.

As is usual in such cases the Commissioners sent a copy of this complaint to the Newton & Northwestern Railway Company, which company through its General Manager, Mr. J. L. Blake, on June 10, 1907, filed the following as answer thereto:

BOONE, IOWA, June 8, 1907.

Mr. Dwight N. Lewis, Sec'y Board of Railroad Commissioners, Des Moines, Iowa.

MY DEAR SIR:—I beg to acknowledge receipt of your esteemed favor of the 6th inst., in reference to establishing a switching charge between two of our stations, that of Ames and Campus, both of which are shown as stations on our new time card. The switching charge that the shipper requests to be established is not to an industry located on a permanent side track of this company at the Campus, but a temporary track that we put in for the accommodation of the College people and the State of Iowa at an expense of several hundreds of dollars, expecting by so doing that we would secure whatever material there was to go to the building on a basis of our established freight rate of twenty-five cents per ton, or a cent and a quarter per hundred. I do not believe that

you or anyone else would consider it fair to authorize that a switching charge be made with these facts before them. Of course, while Judge Stevens owned an interest in the Ames & College road, there was not a breath of suggestion as to the establishing of switching charges between Ames and the Campus. When Judge Stevens or the shippers who make the application for this switching charge sold this brick, or contract to furnish the brick, they figured on a basis of twenty-five cents per ton between Ames and the Campus. There is no loss so far as the switching charges are concerned, as I say, the trade was made with the knowledge that the charge would be twenty-five cents per ton. Furthermore this company will be in a position to handle business between Boone and the Campus the latter part of next week or the beginning of the following week, and the very same basis that would apply via the other route. And while they will say there is no transfer in here between the Northwestern and our line, your Mr. Ketchum is familiar with my views on the subject and knows personally that I am agreeable to building my share of this transfer track at any time, and I sincerely hope and trust that the Board will not work us the hardship of establishing a switching charge between Ames and the Campus, a temporary track which was put in for the accommodation of the College and at a great expense. We are not only agreeable but glad to establish a switching basis in Ames proper to any industry located on a permanent side track of this company. The per diem on foreign cars is to be fifty cents per day per hundred after the first of this month and by the time a car was set in to us and taken to the college and unloaded, we would have nothing left. We now get into Des Moines to Flint Brick Yard and all the good brick concerns, and it will only be a short time until we are into Fort Dodge and to some of the best concerns of the country, and we do so much desire that you take all of these facts into consideration and not destroy one of the best small means of revenue of the very little revenue that we do derive from this proposition, and I certainly feel sure you will deal fairly with me in this matter, as you have in the past.

With this full explanation, I beg to remain as ever,

Yours most sincerely,

J. L. BLAKE.

A copy of the foregoing answer was sent to the complainants who filed the following on June 27, 1907, as their reply thereto:

BOONE, IOWA, June 14, 1907.

N. S. Ketchum, Chairman Board of Railroad Commissioners.

DEAR SIR:—Your favor of June 11th received. We note the claim made by Mr. Blake that he already gets into Des Moines brickyards and all the good brick concerns.

Also that he put the temporary track in for the accommodation of the College people and the State of Iowa, at the expense of several hundred dollars, expecting by so doing, he would secure whatever material there was to go into the building on the basis of an established freight rate of 25 cts. per ton; and that while Judge Stevens owned an interest in the Ames & College road, there was not a breath of suggestion as to the establishing of switching charges between Ames and the Campus.

We do not see what the former interest of Judge Stevens in the Ames & College road has to do with your duty, or to the reasonableness of our claim. We leave it with you to discover the motive behind his suggestion. Judge Stevens has not been an officer or had a thing to do with the management of the Ames & College road since 1893; and this Company was not organized until 1902.

In reply to his claim that the Ames & College Railroad has been to several hundred dollars expense, we might state that the rails used in the spur track referred to were used during the construction of Engineering Hall, the new Main, the addition to the old Agricultural Hall, the new Creamery Building and the present new Agricultural Hall; and at neither place was there any grading done, the track being laid on the grass in each place and used in

common for all shippers. It was laid in the interest of the Ames & College road for, without it, all the material for these large buildings would have been hauled by wagons from Ames.

We do not intend to ask for any advantage that is not enjoyed by other shippers of brick, under like circumstances. The facts upon which we base our claim for a switching charge, are as follows:

1st. Our plant is located on the Chicago & North-Western Railway three miles and a half west of Boone.

2d. Our freight is all in carload lots, and computed at current tariff rates, exceeds fifteen dollars per car on all shipments to Ames.

3d. The Ames & College Railroad and the Chicago & North-Western Railway have a connecting switch at Ames, upon which all of our cars are set by the Chicago & North-Western Railway without expense to the Ames & College railroad, whether the same are shipped to be switched to the College or to any other point in Ames.

4th. The College is located within the city of Ames, and the Ames & College Railroad is located wholly within the city limits.

5th. We are entitled, under the rule for absorbing switching charges of connecting lines, to have the switching charge between Ames and the College absorbed by the Chicago & North-Western Railway, the same as it would be were these shipments made to any of the various junction points in the list of industries and rates for switching, as published by the Chicago & North-Western Railway Company for instance the same as if shipped to Peet Bros. & Company at Anamosa on the Chicago, Milwaukee & Saint Paul, switching charge \$2.00; or to John Wrighton, Audubon, Iowa, on the Chicago, Rock Island & Pacific, switching charge \$5.00; or to Cathcart & Son, Correctionville, Iowa, on the Illinois Central, switching charge \$2.00; or to the Agar Packing Company, Des Moines, Iowa, switching charge \$3.00.

Other cases in Iowa might be cited to sustain our claim in this respect.

6th. We are nearer to Ames and the College than either Fort Dodge or Des Moines. But, if we are to be charged two tariffs instead of one as other shippers are made under like circumstance, we will not profit by our advantage in having the shorter mileage.

We realize that Mr. Blake would prefer to ship brick from Des Moines or Fort Dodge, and thus enjoy the Iowa Distance Tariff, rather than accept the switching charge, and are not blaming him for it. But, if our competitors enjoy the advantage of switching charges and the rule for absorbing the same at points where they have the shorter mileage, we ought to have the same privilege.

We ask nothing that we would not concede to the Des Moines and Fort Dodge brick plants, and we respectfully ask this Commission to decide whether we are entitled to have our cars switched to the College by the Ames & College Railroad, and we also ask that a reasonable amount be fixed for such services.

Very respectfully yours,

BOONE BRICK, TILE & PAVING COMPANY,

Per B. M. Huntley, Mgr.

On July 1, 1907, the complainants filed the following amendment to their complaint:

To the Board of Railroad Commissioners, Des Moines, Iowa.

GENTLEMEN:—We desire to amend our complaint in the above matter as follows:

The Ames & College Railway Company has two permanent side tracks at the College, and the objections made by Mr. Blake for the defendant that the basis of his freight rate of 25 cents per ton, was the construction of a special track at several hundred dollars expense will not apply to the permanent side track. Our brick are not necessarily set upon the spur which was built for the building now under construction, and we now have orders for brick which will be shipped and set on the permanent side track at the College.

We do not think there should be any difference made in the switching charge, as between the different tracks; but if there is a reason, it should not, in our

opinion, prevent the Board from fixing a reasonable switching charge for each switch.

We therefore respectfully ask that the Board establish a reasonable switching charge of not to exceed three dollars from the connecting track with the Chicago & North-Western Railway at Ames; and that the present charge for switching cars to the College of 25 cents per ton be held unreasonable and illegal.

Respectfully yours,

BOONE BRICK, TILE & PAVING CO.,

By J. L. Stevens, President.

In a subsequent communication to the Board Mr. Blake, general manager of the Newton & Northwestern Railway Company, stated that the company shipped steel for the track from Kelley to Ames over the Chicago & North-Western and had also shipped 1,000 ties that had cost his company \$1.00 apiece; that the Ames and College road is two miles long and a switching charge that was referred to by the complainant is one in Ames proper to a permanent industry located on the track; that within a few days the motive power used for handling the business between Des Moines, Ames and Boone will do the work between Ames and Campus the same as between any two other stations; that they will not maintain any power at Ames and all of this business would be handled by a road engine; that all of the freight from Ames proper or received from the Chicago & North-Western Railway Company will be billed to the Campus the same as any other station on the line.

There was also filed with the Board a distance table of the Fort Dodge, Des Moines & Southern Railroad Company, showing the distance between Ames and Campus and the passenger fare charged. In this distance table (G. P. D. No. 1) Campus is treated as a regular station.

The Commissioners find the facts in this case to be substantially as follows:

The Ames & College Railway Company, organized in 1890, built a line of railway in 1891 from the station of Ames to a point located on the grounds of the Iowa State College, a distance of one and ninety-eight hundredths (1 98-100) miles. These were the only two stations on this line from 1891 to the present year, when this line of railway was purchased by the respondent railway companies and made a part of their system; in fixing a schedule of maximum rates for the railway companies of Iowa, the Ames & College Railway was classified by this Board as a Class A road and would under the schedule be entitled to charge for hauls, between Ames and the College, the rate provided by the Commissioners for distances of five miles and under; the railway company owning the line formerly known as the Ames & College Railway, still maintains a regular station upon the line known as Campus a distance of one and seven-tenths (1 7-10) miles from the Ames depot; that the respondents have built temporary sidetracks from their line near Campus Station for the purpose of hauling material to the College buildings now in course of construction, and that when these buildings are completed these sidetracks will be removed.

The contention of the complainants that the service performed by the railway company is a switch rather than a haul and that the switching rate should be applied thereto, has been carefully considered by this Board.

In 1889 the Iowa Railroad Commission made an order in the case of Little vs. the Chicago, Milwaukee & St. Paul Railway Company, requiring that the railway company do certain switching therein provided (see Iowa Railroad Commissioners' Report for 1889, page 1032.) The railway company declined to obey the order of the Commission and suit was brought to enforce the same. The Iowa Supreme Court, 55 Northwestern Reporter, page 331, also 88 Iowa, 445, held that "a service on a main line outside of yard limits and under orders, as in the case of special or regular trains, is not switching service."

In the case of J. S. Wylie of Davenport vs. the Chicago, Milwaukee & St. Paul Railway Company, the Iowa Railroad Commission held that:

"The general definition of a switch is that movement of cars within yard limits where an engine and cars may run without orders from the dispatcher, or, in other words, that occupancy of tracks that belong to yard engines and where all approaching trains are expected to run with special care, knowing that their rights of track are second to switching trains. In reply to Mr. Wylie the Commissioners stated that they 'had finally settled down to this view, that a switch is that delivery within or without yard limits that is ordinarily made with a switch or special engine and crew, and does not partake of the character of the ordinary train made up for service over a line of road. While this work may be done by the regular train, it is understood as the work usually done by the switching crew.' " See Iowa Railroad Commissioners' Report, 1890, page 901.

The Iowa Commissioners reiterated this opinion in the case Board of Trustees, etc., vs. Chicago, Rock Island & Pacific Railway Company, Iowa Commissioners Report 1891, page 792.

In February, 1906, the Fehleisen-Rosacker Lumber Company of Boone, complained against the Chicago & North-Western Railway Company because a rate was charged on a haul, the mileage of which included a spur track, which made the rate higher than it would have been had the spur track not been included. The Commissioners held that this spur track being built especially for the service of the coal mines, and that trains carrying coal from these mines must pass over a portion of the main line in order to reach the station that it was proper to include this spur in the mileage as a part of the haul. See Iowa Railroad Commissioners Report for 1906, case 3197.

The Commissioners have carefully considered all the circumstances surrounding the service performed by the respondent railway company, former holdings of this Commission in similar cases, and the decisions of the courts, and have reached the conclusion that the service performed by the respondent railway company in this case is a haul and not a switch, and the respondent railway company is therefor entitled to charge the rate provided by this Commission, in its schedule of Reasonable Maximum Rates, for distances of five miles and under.

There can be no question but that the respondent company under the law is a railway company and a common carrier. There is no dispute that there is and always has been since this railway was built, a station upon the college grounds substantially as at present located; that said railway company was organized as such, and for sixteen years has been operated as a railway company in all particulars between the station of Ames and the station at the College.

Under these facts the Board could reach no other conclusion than as set forth herein.

Dated at Des Moines, Iowa, this 29th day of July, A. D. 1907.

No. 3323—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

HARDIN COUNTY, IOWA,
vs.

vs.
**CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.**

*In the Matter of Proposed Drainage
Ditch No. 3 in Hardin county,
Iowa, Petitioned for by J. E.
Doughan et al.*

OPINION OF THE BOARD.

This is a case brought before the Board under chapter 68 of the Laws of the Thirtieth General Assembly, entitled an act to promote the public health, convenience and welfare, by leveeing, ditching and draining the lands of the state, and providing for the establishment of levees, drainage districts, or for the changing of natural water courses to secure better drainage, and providing for the construction of ditches, drains and water courses and prescribing the method for so doing, and providing for the assessment and collection of the costs and expenses of same, and issuing improvement certificates, or issuing or selling bonds therefor.

Under section 18 of this act it is provided that if the engineer in charge and the railroad company cannot agree, or if the railroad company shall fail, neglect or refuse to confer with the engineer in charge, the county auditor shall at once notify the railroad commissioners in writing by registered letter of the failure of the engineer in charge and the railroad company to agree, and it shall be the duty of the railroad commissioners to proceed within thirty days to view the premises and hear the parties in relation thereto, giving to the county auditor and the railroad company notice by registered letter of the time when they will view the premises and hear the parties which notice shall be mailed to each party at least ten days prior to the time fixed for such hearing.

In pursuance of timely and legal service of the notices provided for under section 18 of this act, the Railroad Commissioners, on July 25, 1907, viewed the premises where the so-called Doughan drainage ditch is proposed to cross the defendant railway company's right of way and heard the parties in relation thereto. Geo. L. Mecham, the engineer in charge, appeared on the part of the county of Hardin and the Chicago & North-Western Railway Company by its attorney, Geo. E. Hise.

At the hearing it was agreed by the attorney for the Chicago & North-Western Railway Company and the engineer in charge of the proposed drainage ditch that, if established, said ditch shall cross the right of way of defendant company at right angles under bridge number 1167, situated in the northwest quarter of the southwest quarter of section thirty-one, township eighty-nine, range twenty, Hardin county, Iowa.

There is no controversy about the place where or the angle at which the proposed ditch shall cross the right of way of defendant: but the

manner in which it is proposed it shall cross such right of way is in dispute and the Board is called upon to determine that question alone.

Bridge number 1167, as now constructed, is a sixteen-foot wooden stringer bridge on masonry and from the testimony it is clear that it is amply large to carry all water which must ordinarily flow through it from the drainage area above. The construction of the proposed drainage ditch across the right of way of defendant would require the substitution of bridge number 1167 by one of much greater span of iron and of much heavier masonry on piling.

The proposed drainage ditch is along and in the general course of Beaver creek, beginning in section 29 in Alden township, Hardin county and running southeasterly to and through section 8 in Jackson township, Hardin county, traversing a distance of about nine miles. The Board finds that the grade of Beaver creek, from a point in Alden township to section 8 in Jackson township, varies from 0.46 per cent or roughly by more than 23 feet per mile, to 0.05 per cent or 2.6 feet per mile; that immediately above bridge number 1167 and for a distance of about one and six-tenths miles the grade of Beaver creek is 4.9 feet per mile; that immediately below bridge number 1167 and for a distance of nine-tenths of a mile the grade of Beaver creek is 2.6 feet per mile; that as a result of this very low grade and the heavy growth of swamp-weeds and grass in the creek bed and about its lateral area the water is nearly still and causes what is known as Wisner Swamp, which covers, at times of very high water, about two hundred ten acres; that beginning at the point about nine-tenths of a mile below the bridge in question and just beyond the lower end of Wisner Swamp the grade of Beaver creek is much greater and for several miles below continues to fall about eight and one-half feet per mile; it is found further that the back-water from Wisner Swamp in times of very heavy and continued rains does not permit the drainage of a large area lying west and above bridges 1166, 1165 and 1163 through the same; that because of such back-water the drainage from about two thousand two hundred eighty acres above bridges 1166, 1165 and 1163 is somewhat diverted from said bridges to bridge number 1167. The Board finds further that what are known as the Skiff and Doughan swamps may be properly drained by a ditch through them along the channel of Beaver creek and terminating into the natural channel of Beaver creek at a point in the northeast quarter of the northeast quarter of section 34, Hardin township, Hardin county; that the natural channel of Beaver creek from said point in section 34 to and through bridge number 1167 will properly drain the area above the said bridge, provided however, Wisner Swamp be drained in accordance with the facts hereinbefore found.

In view of the facts in this case the Board deems it proper to suggest that the drainage area covered by the proposed Doughan drainage ditch could be better drained by the establishment of two separate districts in accordance with the findings herein.

Under the facts established in this case the Board denies the right of plaintiff county to cross defendant railway company's right of way as proposed and holds that bridge number 1167 is adequately large to carry the drainage of the proposed ditch.

Des Moines, Iowa August 6, 1907.

No. 3324—1907.

W. R. TEMPLE COMPANY, Denison,
Iowa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Decision of the Board.*

Filed November 26, 1906.

The complainant asks for an order requiring the Chicago & North-Western Railway Company and the Illinois Central Railway Company to switch cars from one railroad to the other at Denison, Iowa.

The Board met at Denison, Iowa, on the 26th day of September while on inspection of the Chicago and North-Western Railway system. There were present N. S. Ketchum, Chairman, and W. L. Eaton of the Board; the complainant W. R. Temple and R. H. Aishton, General Manager of the Chicago & North-Western Railway and other officers of the road.

After viewing the premises, tracks and switches of both railroads at the place in controversy we find the following facts:

The depots of said railroads are about five thousand nine hundred feet apart and upon opposite sides of the town. The complainant is engaged in the lumber and coal business with his plant situated on a switch on the Chicago & North-Western Railway, nearly one-fourth of a mile east of the depot of the Chicago & North-Western Railway Company, and away from the Illinois Central. One of the main lines of the Chicago & North-Western Railway Company in reaching its depot at Denison passes through an interlocking plant near the Illinois Central depot and reaches its depot by a long curve. The greater portion of this distance is over a main line and outside of the yards of either of the roads. The traffic at Denison does not warrant the keeping of a switch engine at that point. Switching from one railroad to the other would require the use of the main line of each of the railroads for a considerable distance. It would require the use of the main line track of the Chicago & North-Western Railway Company for a distance of 4,500 feet. Switching of this character would require the procuring of orders in each instance of switching,—from the dispatcher's office in Sioux City for the Chicago & North-Western Railway and from Fort Dodge for the Illinois Central Railway; switching would of necessity be done by wayfreight engines. The distance to be traversed, and the necessity of securing orders would result in delaying entire trains with resulting injury to the general service.

We find that the complainant is the only person who would be materially benefited by the order asked for. On account of the limited number of cars which he ships per year the benefit which he would receive would not warrant this Board making an order. The switching charge which the railroads would reasonably be entitled to make would lessen the benefits to the complainant. Such an order would result in delay to the railroad service and inconvenience to the general traveling and shipping public at the times of complainant's shipments. It would also add an element of danger to the operating of the railroad.

For these reasons the Board declines to grant the application.

Dated September 28, 1907.

No. 3325—1907.

GALVIN BRICK & TILE COMPANY,
Iowa Falls, Iowa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Complaint filed June 11, 1907.

} Switching.

DECISION OF THE BOARD.

The complainant asks that the switching charge of \$5.00 per car at present in effect to and from its plant be lowered to \$3.00 per car. The premises involved in this application were visited by this Commission on the 27th day of September, 1907. There were present N. S. Ketchum, chairman, and W. L. Eaton, members of the Board; R. H. Aishton, General Manager of the Chicago & Northwestern Railway Company and other officials of the road, and S. H. Galvin, manager of the Galvin Brick & Tile Company.

From an inspection of the premises we find that it is agreed that the complainants' premises are about two and one-half miles from the depot of the Chicago & North-Western Railway at Iowa Falls, Iowa. From its main track at that point a spur or switch reaches the complainants' plant which is a factory for the manufacturing of brick and tile with a present capacity of from four to six carloads per week.

For shipments over its own line the Chicago & North-Western Railway Company handles the product of the plan without charge for switching with its way freight engines, stopping its freight trains at that point to assemble its cars in its regular freight trains.

When the Chicago & North-Western performs a purely switching service by bringing the complainants' loaded cars to Iowa Falls for the purpose of transferring them for shipment from Iowa Falls over some other line it makes a switching charge of \$5.00 per car.

The question of whether the handling of loaded cars a distance of two and one-half miles from the station or yards of a railroad is or is not, strictly speaking, a switching service is not before us for the reason that the defendant railroad is willing to so treat it rather than apply the five-mile Iowa distance tariff and the sole question presented to us is whether \$5.00 per car is a reasonable charge for switching in the case presented.

Under the existing conditions we cannot say that this is unreasonable for the service of securing orders to run on a main line, use an engine and crew to haul empty cars for loading, over a distance of two and one-half miles and go after the loaded cars and bring them to the switch of another road for shipment.

We find that the defendant company makes the same charge in other cases for the same service and under similar conditions.

Some question was raised as to discrimination but no instances were pointed out to us where the Chicago & North-Western is guilty of discrimination. If any exists it is practised by other roads.

For the above reasons we deny the complainants' application, we, however further purpose to investigate the question of discrimination by railroads handling the complainants' product in carload lots.

Dated September 28, 1907.

No. 3326—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

THE CITY OF FORT DODGE, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY AND THE MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY.

} In the Matter of Viaduct at Fort Dodge, Iowa.

Filed February 20, 1907.

FINDING OF THE COMMISSION.

Pursuant to notice duly given to the Mayor and City Council of the City of Fort Dodge, Iowa, and the Illinois Central Railroad Company and the Minneapolis & Saint Louis Railway Company, the Board of Railroad Commissioners of the State of Iowa visited the premises at Fort Dodge where a viaduct is desired by the city of Fort Dodge across the railroad tracks of said companies, on September 20, 1907.

There were present N. S. Ketchum, chairman, D. J. Palmer and W. L. Eaton, members of the Board of Railroad Commissioners. The City of Fort Dodge was represented by its Mayor and City Council. The above named railroad companies were represented by Hon. T. D. Healy, their attorney.

This Board duly inspected the premises where the viaduct is desired by the city, to-wit: Third street. It also examined the ordinance relating to said proposed viaduct and the plans and specifications therefor which were submitted with the application to this Board.

From said inspection and examination and after being duly advised in the premises the Board finds the following facts:

First: The City of Fort Dodge has a population of seven thousand or over.

Second: Said city has declared by a legally enacted ordinance that a viaduct over Third street and across the tracks of said railroad companies is necessary for the safety and protection of the public, and by such ordinance has required the above named railroad companies to erect and construct a viaduct upon and along Third street and over the railroad tracks including the approaches thereto as is particularly provided by said ordinance.

Third: The plans and specifications for said viaduct have been duly approved by the Mayor and City Council of Fort Dodge as required by law.

By reason of the above finding of facts this Board does hereby find and determine that the construction of said viaduct over Third street is necessary for the public safety and convenience and it does hereby approve the plans and specifications therefor which accompany the application of the City of Fort Dodge, provided, however, that the above finding is upon the express condition that Third street be absolutely closed and vacated under said viaduct and across the tracks of said railway companies and the entire right of way therefor.

The above finding shall be in full force and effect only upon the passage of a duly enacted ordinance for such purpose.

From a personal examination and inspection of the entire premises and the approaches thereto it is the opinion of this Board that it is only necessary to close said street from the beginning of the approach on the north side of said tracks to the south line of the right of way of the Minneapolis & Saint Louis Railway Company and this Railroad Commission does not require the closing of the street south of said line of right of way.

Dated at Des Moines, Iowa, this 3d day of October, A. D. 1907.

No. 3327—1907.

FARMER'S EXCHANGE COMPANY,
Charles City, Iowa,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } Site for Coal Sheds.

Application filed July 18, 1907.

OPINION OF THE BOARD.

On July 18, 1907, the Farmer's Exchange Company of Charles City, Iowa, made application to this Board for room on the sidetracks of the Illinois Central Railroad Company at Charles City, for coal sheds.

On September 7, 1907, the respondent railroad company, through its president, declined to grant the prayer of applicant's petition, giving among other reasons therefor that their yards at Charles City are very crowded and that there is not more than enough room on which to conduct the company's business under the present conditions.

The Board appointed a hearing to be held in Charles City on the 21st day of September, 1907. In pursuance of notice of such hearing all members of the Board of Railroad Commissioners of the State of Iowa met on the ground in controversy and viewed the same. Both parties were represented and were heard fully by the Board.

After viewing the premises in controversy and hearing all testimony offered by the parties, it is the opinion of the Board that the application of the Farmer's Exchange Company should be granted and it is ordered that about fifty feet of the vacant ground lying immediately west of the Farmer's Exchange Elevator and along the tracks of the respondent company be leased to the Farmer's Exchange Elevator Company for a coal house site.

Des Moines, Iowa, October 5, 1907.

No. 3328—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

CEDAR RAPIDS & IOWA CITY RAILWAY & LIGHT COMPANY,
Complainant,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY AND ILLINOIS CENTRAL RAILROAD COMPANY.
Defendants.

Switching.

Complaint filed October 17, 1907.

ORDER OF THE BOARD.

The Board of Railroad Commissioners of the State of Iowa, met at Cedar Rapids, Iowa, on the 17th day of October, 1907, for the purpose of a hearing in the above entitled case. The complainant appeared by W. G. Dows, president, and J. A. Reed, its attorney; the Chicago, Rock Island & Pacific Railway Company by Carroll Wright, its attorney, and General Superintendent C. H. Hubbell; the Illinois Central Railroad Company, by F. H. Bechley, division superintendent.

After having fully heard all the interested parties, the Board finds the following facts:

The complainant is a public service corporation, furnishing electric light for lighting and heating, and power purposes in the city of Cedar Rapids, Iowa, and furnishing electricity for the operation of a railroad. It has a switch from the Illinois Central track which was originally partly built by the complainant and partly by the Illinois Central Railroad Company, and a part of such switch is on the ground of the complainant.

For some fourteen years last past by consent of both parties, the Chicago, Rock Island & Pacific Railway Company has switched cars of coal over a portion of the Illinois Central Railroad and over the above switch to the complainant.

The defendant Rock Island Railway Company claims there has been a contract in force which permitted such switching to be done. It appears that a controversy has arisen between such railway companies as to whether such contract is still in force.

It is the opinion of this Commission that it has no power to determine this question.

As a result of this controversy the Illinois Central Railroad Company has locked its switch and refuses to permit the Chicago, Rock Island & Pacific Railway Company to switch cars of coal to complainant's plant as it has done heretofore. Said defendant Illinois Central Railroad Company announces its readiness to switch cars of coal to complainant's plant whenever it is brought to its track by the defendant Chicago, Rock Island & Pacific Railway Company, which company refuses to tender such cars of coal to be switched by said Illinois Central Railroad Company to complainant's plant. The result of this controversy is that the complainant has been and is suffering great injury and detriment in failing to get necessary coal for its use.

After hearing the argument of the parties interested in the premises, this Board orders the Chicago, Rock Island & Pacific Railway Company and the Illinois Central Railroad Company, and each of them, to continue to furnish coal in carload lots to the complainant in the same manner in which said railroads have furnished said coal for the past fourteen years, until all questions relating to the validity of said contract and as to whether or not the same is in full force and effect at this time, have been adjudicated by some tribunal of competent jurisdiction to determine the same.

It further appears from said hearing that the said Illinois Central Railroad Company has received for the use of its tracks for the past fourteen years, forty (40) cents per carload for coal shipped over its line to the complainant's plant, and it appears further that \$2.00 per car is the ordinary switching charge at Cedar Rapids, Iowa.

It is therefore further ordered that in case said contract should be abrogated or annulled by a court of competent jurisdiction, that the said Illinois Central Railroad Company shall receive from complainant or the Chicago, Rock Island & Pacific Railway Company, one dollar and sixty cents as a switching charge in addition to said forty (40) cents per car.

This order is made upon condition that the complainant and the Chicago, Rock Island & Pacific Railway Company agree to pay said defendant, the Illinois Central Railroad Company, said additional compensation accruing after the date fixed by the court as the time when said contract was abrogated.

Dated, Cedar Rapids, Iowa, October 17, 1907.

No. 3329—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
In the matter of the petition of the Mason City & Fort Dodge Railroad Company for permission to condemn certain lands in Bremer county, Iowa.

In the matter of the petition of the Mason City & Fort Dodge Railroad Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Bremer county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Mason City & Fort Dodge Railroad Company to the Board stating the desire of said company to condemn the lands hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

All that part of the north three-fourths of the west half of the northeast one-fourth of the northeast one-fourth of section seventeen, township ninety-one north range thirteen west, Bremer county, Iowa, which lies north of a line drawn from a point in the east line of said tract ten and three-tenths feet south of the north line of said section seventeen westerly

in a straight line to a point in the west line of said tract seventy-three and seven-tenths feet south of the north line of said section seventeen, and containing six hundred and thirty-seven thousandths of one acre more or less.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with the instruction that the same be filed with the clerk of the district court of Bremer county, Iowa.

Des Moines, Iowa, November 8, 1907.

No. 3330—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western and the Fort Dodge, Des Moines & Southern Railway Companies, at or near Ankeny Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 8th day of May, 1907.

No. 3331—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Rock Island & Pacific Railway Company and the Chicago & North-Western Railway Company, at or near Carnforth Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 9th day of May, 1907.

No. 3332—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee & Saint Paul Railway Company, at or near Culver Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 3d day of June, 1907.

No. 3333—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Illinois Central Railroad Company, Chicago, Rock Island & Pacific Railway Company and the Des Moines, Iowa Falls & Northern Railway Company, at or near Iowa Falls Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 8th day of July, 1907.

No. 3334—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Great Western Railway Company, the Chicago, Milwaukee & Saint Paul Railway Company and the Manchester & Oneida Railway Company, at or near Oneida Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device.

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 5th day of August, 1907.

No. 3335—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western Railway Company with its own tracks, at or near Boone Station, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 30th day of August, 1907.

No. 3336—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago Great Western Railway Company and the Chicago, Rock Island & Pacific Railway Company, at or near Clarion Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 2d day of September, 1907.

No. 3337—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western Railway Company and the Chicago, Milwaukee & Saint Paul Railway Company, at or near Tama Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device.

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 6th day of September, 1907.

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No. 3338—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Fort Dodge, Des Moines & Southern Railroad Company and the Chicago & North-Western Railway Company, at or near Harcourt Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 21st day of October, 1907.

No. 3339—1907.

To All Whom it May Concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Burlington & Quincy Railway Company, at or near Centerville Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now, THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to-wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 1st day of November, 1907.

No. 3340—1907.

IN THE MATTER OF AMENDMENT No. 4 TO IOWA CLASSIFICATION No. 13.

On November 23, 1906, the Board fixed Thursday, December 20, 1906, for classification hearing. Notice as provided by law was published. On December 20, 1906, the Board met pursuant to notice to consider classification matters. Upon request of the railway companies to have postponement of hearing on account of other rate hearings in which Iowa railroads were interested, the Board postponed the hearing until Thursday, December 27, 1906, 10 o'clock a. m.

On December 27, 1906, the Commissioners met pursuant to adjournment to hear all classification matters that had been presented to them. The following persons represented the interests as noted:

C. M. Gould, Mississippi Box Company, and the Roach-Musser Sash and Door Company;

Carl Weinrich, Burlington Vinegar and Pickle Works;

R. E. Samis and F. L. Cannon, Racine Sattley Company;

A. W. Wilkinson, G. Thornburg and F. A. Leighton, Beatrice Creamery Company;

Reed & Reed, Attorneys, Green Furnace Company;

Theodore Drake, manure interests;

F. J. Shubert and A. W. Eberhart, Chicago, Rock Island & Pacific Railway Company;

H. E. Pierpont, Assistant General Freight Agent, and E. C. Nettels, District Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company;

H. F. Marsh, Assistant General Freight Agent, W. R. Sterrett, Agent, M. J. Hannam, Agent, Iowa Central and the Minneapolis & Saint Louis Railway Companies.

F. P. Eyman, Assistant General Freight Agent, and L. F. Berry, General Agent, Chicago & North-Western Railway Company;

W. R. Bascom, Assistant General Freight Agent, Illinois Central Railroad Company;

W. R. Hill, District Freight and Passenger Agent, Chicago, Burlington & Quincy Railway;

E. E. Watson, Assistant General Freight Agent, and R. A. Belding, Claims Agent, Chicago Great Western Railway Company;

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The Board took up the matters referred to in the notice and gave the parties an opportunity to be heard thereon. The items referred to are as follows:

Page	Item	Article	L.	C.
15	17 ₁	(Boxes) Wooden, nested, three in nest----- Min. wt. cars under 40 ft. in length, 20,000 lbs.		C
16	63 ₁	Min. wt. cars 40 ft. in length or under, 24,000 lbs.		
34	39	Burial Vaults, cement, C. L., rating desired		
49	49 ₁	Manure for fertilizer, special rate, asked for		
50	29	Include "gunny cloth or burlap."		
54	47	Hay, rate to be considered. This item was passed from hearing of September 5, 1906		
112	6, 7, & 8	Iron Sash weights ----- Wagons, common farm, rate on to be considered; passed from hearing September 5, 1906	5	E

On January 3, 1907, the Board considered matters presented to it for classifying. The subject of wooden boxes, nested, shipped three in a nest, was passed for further consideration and investigation as was also the subject of Common Farm Wagons. No one appearing at the hearing on December 27, 1906, in the matter of Hay Rates and Special Concentrating Rates on Poultry, no action was taken on those subjects.

The following Amendment was ordered to be prepared, printed and published as by law provided:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 4, to Iowa Classification No. 13.

Dated January 3, 1907.

Effective January 21, 1907.

Page	Item	Article	L.	C.
16	63 ₁	Burial Vaults, cement, K. D. crated-----	3	
34	43 ₁	Manure, C. L. Min. Wt. 20,000 lbs-----		5 Soft Coal (lump) rates
49	49 ₁	Include "Burlap and gunny cloth"-----		
54	47	Sash Weights:		
54	48	N. O. S.-----	4	
54	49	Strung on cord or in barrels or boxes-----	5	
85	8	Note should read: "Provisions for Roofing will not apply on paints used in connection with the same. Rolls of prepared Roofing, containing Liquid Cement, Tin Roofing, Caps and Nails sufficient to lay the rolls, may be carried at Roofing rates."		D
98	58	Stationery: Note—Articles listed under "Stationery" may be shipped with paper and paper articles in mixed packages, less than carloads, boxed, Second Class.		

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, January 3, 1907. DWIGHT N. LEWIS, Secretary.

No. 3341—1907.

IN THE MATTER OF AMENDMENT No. 5 TO CLASSIFICATION No. 13, ALSO WITH
REFERENCE TO RATES.

On January 7, 1907, the Board issued the following notice:

STATE OF IOWA,

BOARD OF RAILROAD COMMISSIONERS.

Notice of Change and Revision of Railroad Commissioners' Rates and Classification.

To Whom it May Concern:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa, will on Thursday, February 7, 1907, at 10 o'clock A.M., meet at its office in Des Moines, for the purpose of making such changes or revision in its schedules of rates and classification of freights as it may determine just and reasonable, and any and all persons who may be interested therein are invited and requested to appear before the Board on that day.

THE BOARD OF RAILROAD COMMISSIONERS,
Des Moines, Iowa, January 7, 1907. By DWIGHT N. LEWIS, Secretary.

The Following Changes, Among Others, Have Been Requested:

Page	Item	Article	L. C.	C. L.
V. VII.		Petition of the Corn Belt Meat Producers Association requesting that the Board revise its tariffs on live stock, with a special reference to lower rates on cattle, including fat cattle, calves and feeders, for the reasons set out in the petition filed with the Board, stating in general that the rates in other states adjoining Iowa and interstate rates in same territory with Iowa, are lower.		
17	57	The Burlington Vinegar and Pickle Works and the Marshall Vinegar Company request that olives and canned tomatoes be included in this item.		
47	48	Same firms request that this item be changed to fourth-class L. C. L., to correspond with item 57, page 17.		
28	37	Milk and Cream in Cans—Complaint of the Beatrice Creamery Company, Des Moines, against certain railway and express companies that the milk and cream rates in Iowa are unreasonably high as compared with the rates in other states granted by the railway and express companies and a greater charge is made than the rate fixed by the Board of Railroad Commissioners. The allegation is made that Iowa creameries are being discriminated against, and the Board is asked to investigate and make such changes in the milk and cream rates as shall be fair, just and equitable.		
48	20	Marshalltown Syrup & Candy Co., Marshalltown, ask for a ruling that maple sugar substitute be classed with sugar N. O. S.		
68	26	Request made by Iowa sash and door factories that this item read as follows: "Lumber, including Blocks, Corner, Base, Head and Plinth, Carpenter Mouldings, Casings, Cellings, Door Jambs and Frames, Door Screens,		

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Changes Requested—Continued.

Page	Item	Article	L. C.	L. C.
		Flooring (except wood carpet), Porch Columns, Panel Wainscotting and Ceiling, Window Frames, Window Screens, Window Stools, Apron and Hoods.	4	Lumber Rates.
84	12	Request from the Musgrave Fence Co., of Des Moines, that a less rate be made in carloads on scrap or waste paper, alleging that the interstate rate on this commodity is lower than in Iowa on equal distances.		
84	13			
84	15			
84	14			
111	3	*Request that carload rating on vehicles be changed to Class C, for the reason that class A is excessive as compared with interstate rates and for the service performed.		
112	1	*Request that this item correspond to item 13, page 131 of Western Classification No. 41.		
112	8	*Request that rate on common or farm wagons be changed from First to Third class L. C. L. Poultry; special concentrating rates asked for.		

*These requests come to this Board from Joel Turney & Co., Fairfield, Buerkens Manufacturing Co., Pella, Orchard City Wagon Co., Burlington, Fish Bros. Manufacturing Co., Clinton, Burg Wagon Company, Burlington.

The Board met pursuant to notice given, at 10 o'clock a. m., February 7, 1907, for the purpose of making such changes or revision in its schedules of rates and classification of freights as it may determine just and reasonable.

The office of the Board being too small to accommodate those desiring to take part in the hearing it was changed to take place in the reception room of the Governor. All the Commissioners were present with the secretary. Chairman Ketchum announced that Commissioner Eaton would preside at the hearing.

There were present at the hearing the following persons among others:

T. H. Simmons, general freight agent, Chicago, Rock Island & Pacific Railway Company; C. H. Hubbell, general superintendent, Chicago, Rock Island & Pacific Railway Company; A. W. Eberhart, division freight agent, Chicago, Rock Island & Pacific Railway Company; W. P. Brady, general agent, Chicago, Rock Island & Pacific Railway Company; I. Mitchell, dairy agent, Chicago, Rock Island & Pacific Railway Company;

P. S. Eustis, passenger traffic manager; E. R. Puffer, assistant general freight agent; John Dewitt, general baggage agent; W. D. Eaton, attorney; W. H. Hill, division freight agent; W. G. Wagner, commercial agent, representing the Chicago, Burlington & Quincy Railroad Company.

L. Jodon, commercial agent, Des Moines, Iowa Falls & Northern Railway Company.

E. E. Watson, assistant general freight agent; A. G. Briggs, general attorney, representing the Chicago Great Western Railway Company.

W. E. Keepers, general freight agent, Illinois Central Railroad Company.

F. P. Eyman, general freight agent; F. J. Allen, dairy freight agent; J. C. Davis, attorney; L. F. Berry, general agent, representing Chicago & Northwestern Railway Company.

J. H. Hiland, third vice president; Wm. Ellis, attorney, representing the Chicago, Milwaukee and Saint Paul Railway Company.

E. M. Wentworth, dairy agent, representing Red Line.

H. F. Marsh, general freight agent, representing Iowa Central and Minneapolis & Saint Louis Railroad Company.

F. G. McMillan, general freight agent, representing the Wabash Railroad Company.

A. E. Wilkinson, secretary; G. Thornburg, traffic manager; F. A. Leighton, manager, and Tom Allen, attorney, representing the Beatrice Creamery Company.

Ed. Holm, representing the Hanford Produce Company of Sioux City.

H. R. Wright, state dairy and food commissioner, representing Iowa dairy interests.

J. D. Ludlow, traffic manager; R. M. Highley, agent, representing the Wells, Fargo & Company Express.

G. Propst, route agent; B. F. Stratton, agent, representing the Adams Express Company.

Robt. E. M. Couye, assistant general manager; W. C. Morgan, general agent, representing American Express Company.

Clifford Thorne, attorney; A. Sykes, president; H. C. Wallace, secretary, representing the Corn Belt Meat Producers Association.

The Commissioners called up the application of the Corn Belt Meat Producers Association for a revision of the tariff on live stock within the State of Iowa. Clifford Thorne, attorney, representing the Corn Belt Meat Producers Association introduced witnesses on behalf of the Applicant and then rested his case with the understanding that he be permitted to introduce further testimony after the railway companies had presented their side of the case. Mr. J. C. Davis, attorney, representing the railway companies suggested to the Board that they be given time in which to analyze the documentary testimony filed by the Corn Belt Meat Producers Association, and such time was granted.

After consultation by the Board Commissioner Eaton made announcement as follows:

"Gentlemen: The Commissioners are of the opinion that the request "of the railway companies for time is a reasonable one; but while you "are all together we have arrived at another conclusion which the Com- "mission ask me to state to you. This investigation today has developed "the fact that while there has been, and to our knowledge, a great many "revisions of the classifications in the past years there has not been any "general revision of the schedules and classifications in Iowa for a good "many years. There seems to be a public demand for something of that "kind. It is the opinion of the Commission that there ought to be a "careful, scientific and complete investigation and revision of the whole "subject of freight rates in Iowa and while the Commission dislikes the "burden, yet it feels in honor bound to take up that burden.

"We do not want any misunderstanding either on the part of the "shippers of Iowa or the railroads of Iowa. This Commission believes it

"occupies a sort of position between the public and the railroads; that its "functions are largely judicial and it will ask from the hands of the "shippers and the people and the railroads every possible piece of informa- "tion it can get for the purpose of doing the exact right to all interests. "We do not want the people to understand that we are, so to speak, 'going "after the railroads,' neither do we want the railroads to understand "that we propose to do anything but what is exactly right. We may err "in judgment but we will give you the best we have.

"This being true it is not a wise thing to take these matters up piece- "meal. We have burdens of our own. We will begin this complete investi- "gation and revision of freight schedules and classifications in Iowa at "substantially the earliest possible moment. The law requires us to give "a notice which we will do. We ought to confer with the representatives "of the railroads and other interests in these proceedings so as to make "it convenient for them, because we want their assistance. We want it all "the time.

"We cannot announce at this moment just when that investigation will "begin but it will be as early as it can be, considering the notice that "we have to give and considering the interests of all parties and which "we intend very carefully to guard.

"This particular case as now pending will, however, be given the "precedence. It will be the beginning of this investigation. Of course "when this investigation is completed it will be for the entire schedule.

"On behalf of the Commission I give you all notice now, that the "time that is fixed, after consulting all interests in this case, this case "will be taken up first, and completed. The gentlemen on the other "side will have ample opportunity to prepare themselves. The members "of the Corn Belt Meat Producers Association will be given more oppor- "tunity for what they must meet."

Adjournment was then taken till 9 o'clock a. m. February 8, 1907.

On February 8, 1907, the Board met pursuant to adjournment and called up the complaint of the Beatrice Creamery Company against certain railroad and express companies, alleging that the milk and cream rates in Iowa are unreasonably high as compared with the rates in other states. The complainant introduced testimony and Mr. H. R. Wright, food and dairy commissioner for the State of Iowa, asked the privilege of addressing the Board upon the subject under consideration. The request was granted and Mr. Wright made his statements, introducing letters and other documentary testimony corroborative thereof. Mr. Tom Allen, representing the Beatrice Creamery Company, also made a statement to the Board with reference to the application.

Commissioner Eaton said: "That closes this hearing. I am directed "by the Commission to make a statement or two. There seems to be three "interests represented here: those of the petitioners, those of the trans- "portation companies and those of the various Iowa dairy interests as "represented by the Iowa Dairy Commissioner. And I want to say that "this Board will protect the Commissioner of Food and Dairy against "any strictures made against his appearance here in the interests of the "creameries of Iowa, and this because the dairy interests of Iowa know "that the Food and Dairy Commissioner of Iowa is conscientious and is

"doing his duty. That the Dairy Commissioner is rightfully here and ought "to be here I freely say.

"I am instructed at this time to say for the Board that the Commission "finds that it ought to deny plaintiff's petition. The Board finds that all "parties were legally notified and that no interests have been denied a "right to be heard and the Board have heard with consideration all mat- "ters presented to them, and so the ruling of this Commission is to deny "the petition at this time."

The Commission called up the application of the Burlington Vinegar and Pickle Works for a ruling that olives and canned tomatoes to be included in item 87, page 17, that canned tomatoes and olives be included in item 62, page 17, that item 48, page 47, be changed to L. C. L. 4. It was suggested by the representatives of the railways that canned tomatoes were already included in that item and they strongly objected to including olives, olives not being a domestic product. The Commissioners granted the application as to canned tomatoes.

The request of the Marshalltown Syrup and Candy Company for ruling with reference to proper classification of maple sugar substitute, was passed.

The request of the Iowa Sash and Door Factories for a rearrangement of item 26, page 63, was passed for future consideration for the reason that this subject is still under consideration for further investigation by the Western Railway Association.

The request of the Musgrave Fence Company of Des Moines for a less rate of scrap or waste paper in carloads was passed.

The application of Joel Turney & Company et al. that the carload rate on vehicles be changed to class C, was withdrawn for the present. The request that item 1, page 112, be made to conform to item 13 and 14, page 131 of Western Classification No. 41, was granted. The request that the rate on common or farm wagons be changed from 1st to 3d class, was granted, there being no objection on the part of the railroads. The order was also made that item 67, page 115, wagon beds, be changed to L. C. L. 3.

The application of the E. J. Ingwerson Manufacturing Company that a carload rate of A be made to apply on feed troughs, folded, was granted.

The request of the Des Moines Sand Company that the same rate be made to apply on gravel as on sand, was granted, namely: C. L. soft coal (slack) rates.

The request of the Freight Bureau of Des Moines, that class 4, L. C. L., and class E, C. L., be made to apply on evaporated tank water in barrels and iron receivers, glue scrap and bones, dry or green, was granted.

A paper was presented by the Freight Bureau of Des Moines asking that the Iowa Board include in its classification the reductions made by the Western Classification Committee to the Western Classification, taking effect April 1, 1907. The railway companies present made no objection to this application and it was granted by the Board.

The Commissioners thereupon adjourned the hearing and directed that notice be published according to law, fixing date for hearing on general revision of rates and classification for March 12, 1907, 10 o'clock a. m., the live stock hearing to be continued on March 6, 1907.

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The Board ordered that Amendment be issued embodying the changes agreed upon, to be known as Amendment No. 5 to Iowa Classification No. 13, to take effect March 1, 1907, and notice thereof be published according to law.

Amendment No. 5 was issued as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 5, to Iowa Classification No. 13.

Dated February 8, 1907.

Effective March 1, 1907.

Page	Item	Article	L.C.	L.I.
15	17 ₁	Boxes, wooden, nested, three in a nest, min. wt. 20,000 lbs. cars under 40 ft. inside measurement, 24,000 lbs. cars 40 ft. and over-----	3	C
17	57	Include Canned Tomatoes-----	4	
28	12 ₁	Buttermilk, fresh, in barrels-----		A
33	35 ₁			
	36 ₁	Feed Troughs -----		
	37 ₁			
	38 ₁			
46	8 ₁			Soft Coal (slack) rates.
	9 ₁	Gravel -----		
	10 ₁			
46	10 ₁	Canceled -----		
81	21	Evaporated Tank Water, in barrels or iron receivers; Glue Scrap and Bones, dry or green-----	4	E
112	1	Trucks, Farm, without boxes, K. D. in pieces-----	3	
112	9	Wagons, Common or Farm, with or without boxes, K. D. in pieces, and Wagon Boxes, actual weight-----	8	
115	67	Wagon Beds, K. D. in bundles-----	8	

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines Iowa, February 8, 1907. DWIGHT N. LEWIS, Secretary.

No. 3342—1907.

IN THE MATTER OF AMENDMENT No. 6 TO IOWA CLASSIFICATION No. 13.

On July 12, 1907, after many hearings had been had involving the subject, the Board adopted a rule amendatory to rule 5, page 2, of Iowa Classification No. 13, and published the same as Amendment No. 6 to Iowa Classification No. 13, dated July 12, 1907, effective August 1, 1907, which amendment follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 6 to Iowa Classification No. 13.

Dated July 12, 1907.

Effective August 1, 1907.

PAGE 2, RULE 5:

A. Unless specifically provided for in the Classification or by amendment will a car load be considered less than 20,000 pounds on freight rated in carloads third class or higher, and less than 30,000 pounds on freight rated in car loads lower than third class, except that the minimum car load weight on shipments in tank cars shall be the full capacity of tank. Provisions for car load ratings shown in the Classification will apply only upon shipments received in one day from one consignor, under one bill of lading, and delivered under one expense bill to one consignee. Car load rates are not applicable on freight consigned to railroad agents. This rule also applies to commodities named in rate schedules. (See page 5 for minimum weights on live stock.)

Maximum and
minimum
C. L. weights

B. Minimum weights provided in Classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by note, whether loaded in box cars or on open cars.

Minimum weights on light and bulky freight

Upon such light and bulky articles, the standard car will be 36 feet, inside measurement, 3 per cent per foot to be added for each foot in excess of 36 feet; and 3 per cent per foot to be deducted for each foot less than 36 feet, with a minimum of 91 per cent, all percentages to be based on inside dimensions. In applying premium and deduction charges fractions of a foot six inches or less to be disregarded.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, July 12, 1907. DWIGHT N. LEWIS, Secretary.

No. 3343—1907.

IN THE MATTER OF AMENDMENT No. 7 TO IOWA CLASSIFICATION No. 13.

On account of a misunderstanding with reference to the minimum charge applying in Iowa on single line shipments and the proper reading of item 19, page 117, Iowa Classification No. 13, the Board issued Amendment No. 7 as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.
Amendment No. 7, to Iowa Classification No. 13.

Dated August 1, 1907.

Effective August 1, 1907.

Ruling: The minimum charge of forty (40) cents provided by this Board for joint shipments will in nowise affect the minimum charge to be applied upon shipments upon a single line of railway, which shall remain at twenty-five (25) cents.

Ruling: Item 19, page 117, should read: "Wagon dumps, K. D. in bundles." L. C. L. 3.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, August 1, 1907. DWIGHT N. LEWIS, Secretary.

No. 3344—1907.

IN THE MATTER OF AMENDMENT No. 8 TO IOWA CLASSIFICATION No. 13.

The Board on September 4, 1907, promulgated Amendment No. 8 to Iowa Classification No. 13, providing minimum weight for carloads of lime, plaster, stucco, flour, and other mill stuffs, Exception to Rule 5, as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.
Amendment No. 8, to Iowa Classification No. 13.

Dated September 4, 1907.

Effective September 23, 1907.

MINIMUM WEIGHT C. L. LIME, PLASTER, STUCCO, FLOUR AND OTHER MILLSTUFFS.

Exception to Rule 5 as amended by Amendment No. 6, effective August 1, 1907.

The minimum weight of a car load of Lime, Plaster, Stucco, Flour and other Millstuffs will be 24,000 pounds, 34-foot car inside measurement being taken as a standard. Minimum weight of cars of other lengths will increase or decrease three per cent per foot or fraction thereof.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, September 4, 1907. DWIGHT N. LEWIS, Secretary.

No. 3345—1907.

IN THE MATTER OF AMENDMENT No. 9 TO IOWA CLASSIFICATION No. 13.

On September 17, 1907, the Board issued legal notice for a hearing on Classification and Rate matters as per the following:

THIRTIETH ANNUAL REPORT OF THE

STATE OF IOWA
BOARD OF RAILROAD COMMISSIONERS

Notice of Change and Revision of Railroad Commissioners' Rates and Classification

TO WHOM IT MAY CONCERN:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa will, on Thursday, October 17, 1907, at 10 o'clock A. M., meet at its office in Des Moines, for the purpose of making such changes or revision in its schedules of rates and classification of freights as it may determine just and reasonable, and any and all persons who may be interested therein are invited and requested to appear before the Board on that day.

Des Moines, Iowa, September 17, 1907.

The Following Changes, Among Others, Have Been Requested:

Iowa Classification No. 13	Item	Commodity	Present Rating			Desired Rating		
			L. C. L.	C. L.	L. C. L.	C. L.	C. L.	C. L.
7	6-14	Corn shellers, hand and power	1	A	3	A	A	A
84	12-13-14-15	Waste paper stock: In sacks or bags, in bales or crates pressed in hds or bbls	3	B	Min. wt. 14,000 lbs.	Milling in transit rates.		
15	51	Brick	5	E		Reduced rates asked on basis of W. T. L. 215, I. C. C. 741.		
21	11-12-13	Molasses feed, etc.	4		Corn tariff rates	20 per cent above C. L. rate on wheat.		
30	22	Cotton piece goods (shipped from the East)	8			Lower		
33	29	Chicken and turkey feathers, in sacks or bales, machine compressed	1	3		Not machine compressed	1	1

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19		Flag poles, N. O. S.		10		Wet		11		Min. wt. 25,000 lbs.		12	
38	19	Spring beds, compressed in crates, and woven wire mattresses								6 min. wt. 24,000 lbs.			
A.M. No. 2		Combined wire and wood fencing, fence, barbed and telephone wire								Mixed C. L.—C			
39	43	Maple sugar substitute								6			
40	26	Baled hay, L. C. L.											
41	39	Coal prospecting drill								Lower			
47	37-38	Linseed oil, C. L.								Lower			
78	6	Petroleum: Petition for additions to item.								D			
A.M. No. 6	21	Evaporated tank water [in bbls. or iron receivers, glue scrap and bones, dry or green.								Min. wt. 24,000 lbs.			
87	26	Plaster board								Min. wt. 20,000 lbs.			
95	71	Refuse or waste mussel shells (not crushed)								C			
A.M. No. 1										E			
114	22-33	Eveners, L. C. L.								3			
114	37	Parts of farm wagons and boxes								3			
115	49	Wire and fence wire, straight and mixed C. L.								3			
116	47	Barbed wire								3			
115	21	Neck yoke centers and end irons								3			
104	57	Settees, camp chairs, tents, etc.								None			
20	13	Empty barrels, N. O. S. (for packing coffee)								None	None	1.2 lbs. each	
47	17-19-20	Olives in bulk and in glass, in mixed L. C. L. and C. L. with pickles. Page 17, Item 76.								None	None		
34	15-16	Farm gates, wood and iron.								None	None	4	

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NOTICE OF CHANGE—CONTINUED.

Page	Item	Commodity	Present Rating			Desired Rating		
			L. C. L.	C. L.	L. C. L.	L. C. L.	L. C. L.	C. L.
31	80	Mine props (unfinished) and posts (fence) unfinished, C. L.	None	None	Reduced rates on basis of W. T. L. & B. Rate, 741, Item 97.	Soft coal (lump) rates.		
31	80	Electric machinery and instruments (returned for re- pair)						
31	80	Agricultural implements and wagons, common spring (not pleasure or passenger vehicles) and parts thereof (cf. also farm wagons, straight or mixed), incl. wt., 40,000 lbs.						
31	80	Sheep rates, proposed reduction in, and provision for double deck care (for discussion).						
31	80	Poultry (all kinds), C. L., min. wt. 30,000 lbs.						
31	80	Iron retainers, returned						
31	80	Article 14B of Western Classification No. 42						
31	80	Minimum weights (for discussion).						
31	80	Conferring in transit privilege for grain shipments (for discussion).						
31	80	Ruling stated that the rates applying between east Min- neapolis river and Missouri river points be made the maximum rate between such points in Iowa.						
31	80	Trimmer wood.....						
31	80	Include with wood (fuel).						

Upon the date named, viz. October 17, 1907, the Board met and adjourned the hearing until October 24th upon request of the railroad companies. On October 24th all the Commissioners were present and heard all those who appeared before them on that day with reference to all the items that were called up. It was found, however, that all cases could not be taken care of properly upon this date and the hearing adjourned until November 5th, 6th and 7th at which time the hearing was completed.

At the conclusion of the hearing the Board took the following action: Rule applying Western Trunk Line Rules to Iowa business was adopted. This rule reads as follows:

Rule: Applying Western Trunk Line Rules Circular on shipments locally within Iowa:

In all cases where the application of Western Trunk Line Rules Circular No. 6, with amendments and subsequent issues, would make a lower rate on shipments of any commodity locally within Iowa than is provided for by the Commissioners' Schedule of Reasonable Maximum Rates or Classification of Freights, or be of advantage to shippers in making such local shipments, then such Western Trunk Line Rules Circular will govern on shipments locally within the State of Iowa.

The Commission also ruled that upon brick, linseed oil, agricultural implements, wagons and furniture, such commodity rates should be promulgated as would remove the unjust discrimination now existing against Iowa manufacturers by reason of the low interstate rates between Mississippi and Missouri River points across the State of Iowa.

With reference to minimum weights the Board adopted the following rule:

Freight loaded in long cars where short cars were ordered.

Where cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered, car 36-ft. long inside measurement being the minimum in such cases.

Also amendment No. 8 to Iowa Classification No. 13, dated September 4, 1907, and effective September 23, 1907, should be changed to read as follows:

Exception to Rule 5 as amended by Amendment No. 6, effective August 1, 1907.

The minimum weight of Lime, Plaster and Stucco, in straight or mixed car-loads, will be 24,000 lbs.

The minimum weight of Flour and other Millstuffs, in straight or mixed carloads, will be 24,000 lbs.

Corn shellers, hand and power, K. D. Petition was granted.

Waste paper stock. Milling in transit rates denied, being Interstate and Board without authority.

Molasses feed, etc. Petition was withdrawn.

Cotton piece goods (shipped from the East). Board without authority to act.

Chicken and turkey feathers, in sacks or bales. Petition was granted.

Flag poles, N. O. S., to take the same rating as telegraph and telephone poles.

Spring beds, compressed in crates, and woven wire mattresses, classified the same as Western Classification, with modifications.

Combined wire and wood fencing, fence, barbed and telephone wire. This item covered by the application of Western Trunk Lines Rules.

Maple sugar substitute. The petition in this case was denied at this time because of no appearance of petitioner.

Baled hay, L. C. L. The petition in this case was denied because of no appearance of petitioner.

Coal prospecting drill. Application denied.

Petroleum. Petition for additions to item. Ordered same to be classified same as Western Classification including therewith axle grease.

Evaporated tank water in barrels or iron receivers, glue scrap and bones, dry or green. Petition for minimum weight of 24,000 pounds was granted.

Plaster board. The petition was denied.

Refuse or waste mussel shells. The petition was denied.

Eveners, L. C. L. Ordered classified same as Western Classification.

Parts of farm wagons and boxes. Western Trunk Line Rules apply.

Wire and fence wire, straight and mixed C. L., governed by application of Western Trunk Line Rules.

Barb wire. The petition was granted.

Neck yoke centers and end irons. Ordered classified the same as Western Classification.

Settees, camp chairs, tents, etc., governed by Western Trunk Line Rules.

Empty barrels N. O. S. (for packing coffee). The petition was granted, making weight 30 pounds however instead of 24 pounds.

Olives in bulk and in glass, etc. Ordered classified the same as Western Classification.

Farm gates, wood and iron, 3d class L. C. L. Petition granted.

Mine props and fence posts. The petition was denied.

Electric machinery and instruments returned for repairs governed by the application of the Western Trunk Line Rules.

Sheep rates. The Board ordered that ruling should be issued that sheep (feeders) shall take 75 per cent of the regular sheep rates.

Rule 14 B of Western Classification No. 43 to be made applicable in Iowa.

Loading in transit privileges for grain shippers, denied for the reason that the Board had no authority to grant such rates on interstate shipments.

Trimmer wood to be carried forward for further hearing.

The Commissioners ordered notice prepared and published according to law covering the changes made by the Board as herein stated. Notice was prepared and published in accordance therewith as follows:

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BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 9, to Iowa Classification No. 13.

Dated November 14, 1907.

Effective December 1, 1907.

Page	Item	Article	L.C.	C.L.
		<p>Commodity Rate on Sheep, dated March 29, 1907, effective April 5, 1907, add the following:</p> <p>Note—Sheep (feeders) take 75 per cent of sheep rates.</p> <p>Add the following:</p> <p>Rule 18B:</p> <p>Unless otherwise specified in the Classification freight shipped in pulp, fibre, or double faced corrugated waterproofed board packages (facings to be of fibre board) will take the ratings provided for the same shipments in wooden packages when meeting the following requirements:</p> <p>Sec. 1. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .060 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 150 lbs. to the square inch (Mullen Test), and gross weight of package not exceeding 50 lbs.</p> <p>Sec. 2. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .060 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 175 lbs. to the square inch (Mullen Test), and gross weight of package not exceeding 100 lbs.</p> <p>Sec. 3. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .060 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 150 lbs. to the square inch (Mullen Test), enclosed in wood frame made of strips not less than $\frac{5}{8}$ inches, and gross weight of package not exceeding 50 lbs.</p> <p>Sec. 4. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .060 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 150 lbs. to the square inch (Mullen Test), enclosed in wood frame of strips not less than $\frac{7}{8}$ inches, and gross weight of package not exceeding 100 lbs.</p> <p>Sec. 5. Double faced corrugated waterproofed board packages (facings to be of fibre board), gross weight of package not exceeding 100 lbs.</p> <p>Sec. 6. All pulp or fibre board packages must bear the manufacturer's stamp showing specifications or number of section with which the package complies, or both, and all packages not enclosed in wood frame to be glued or otherwise securely fastened so that they cannot be opened without mutilating or destroying the package, and labeled, stamped or otherwise marked so as to correctly describe the contents, together with the name and address of the shipper.</p> <p>Sec. 7. All shipments not conforming to the above requirements will take one class higher (greater) than in crates, except that shipments in pulp or fibre packages enclosed in wood frame work not conforming to the above requirements will be ratable as crated.</p>		

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Amendment No. 9, to Iowa Classification No. 13.—Continued.

Page	Item	Article	L.	C.
7	14	Amend to read: "Corn Shellers, Hand or Power."		
17	66a	Olives, in glass, tin or stone, boxed or in wood (This item to be included in bracket item 57 to 66a inclusive.)	3	5
26	18	Include "Coffee barrels."		
33	29	Amend to read: "Chicken and turkey feathers, in sacks or bales, compressed."		
34	13	Amend to read: "Iron Gates and Attachments including Posts and Timbers, K. D., and Farm Gates (wire and wood combined)"-----	3	5
36	12	Amend to read: "(Flag Poles) N. O. S." See Rules 11 and 12-----		Lumber Tariff Rates.
38	10	Note—Spring Beds, compressed in crates, and woven wire mattresses may be shipped C. L., minimum weight 24,000 lbs. 5th class.		
78	6	Amend to read: "Petroleum (including Crude Petroleum) and the following Oil Products: Axe Grease, Benzine, Benzole, Carbon, Gaso- line, Grease, Kerosene, Lubricating Oils, Naphtha, Miner's Oil, Fuel Oil, Gas Oil, Pe- troleum Belt Oil, Petroleum Neatsfoot Oil, Household Lubricant, Petroleum Hard Oil (Miners' Sunshine), Petroleum Floor Oil, Pe- troleum Jelly, Petroleum Oil Residuum, Petro- leum Tar, Wool Oil, Transil Oil, Petroleum Harness Oil and Compound Lubricating Oils having Petroleum base but exclusive of Cycle Oil and Sewing Machine Oil."		
81	21	Evaporated Tank Water in barrels or iron re- ceivers, Glue Scrap and Bones, dry or green. (Amending this item as it appears in Amend- ment No. 5, dated February 8, 1907, effective March 1, 1907.)	4	E Min wt. 24,000 lbs
115	21a 21b 21c	Neck Yoke Centers and End Irons: In boxes or barrels----- In bundles -----	4 2	
118	47	Cancel item: "Barbed Wire, C. L. 5." Rule: Applying Western Trunk Line Rules Cir- cular on Shipments locally within Iowa: In all cases where the application of Western Trunk Line Rules Circular No. 6, with amend- ments and subsequent issues, would make a lower rate on shipments of any commodity locally within Iowa than is provided for by the Commissioners' Schedule of Reasonable Maximum Rates or Classification of Freights, or be of advantage to shippers in making such local shipments, then such Western Trunk Line Rule Circular will govern on shipments locally within the state of Iowa. Minimum Weight C. L. Lime, Plaster, Stucco, Flour and Other Millstuffs. (Cancelling Amendment No. 8, dated September 4, 1907, effective September 23, 1907.) Exception to Rule 5, as amended by Amendment No. 6, dated July 12, 1907, effective August 1, 1907. The minimum weight of Lime, Plaster and Stucco, in straight or mixed carloads, will be 24,000 lbs. The minimum weight of Flour and other Mill- stuffs, in straight or mixed carloads, will be 24,000 lbs.		

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Amendment No. 9, to Iowa Classification No. 13.

Page	Item	Article	L.C.	L.I.
		Rule applying to minimum weight on Freight Loaded in long cars where short cars are ordered: Where cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered; provided, however, that car 86 feet long, inside measurement, will be the minimum in such cases.		

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, November 14, 1907. DWIGHT N. LEWIS, Secretary.

Before the taking effect of Amendment No. 9, upon request of railway companies, which request was agreed to by representatives of the shippers of sheep, the Board issued notice that the ruling providing for sheep (feeders) paying 75 per cent of the regular sheep rates be held in abeyance until otherwise ordered.

The commodity rates as ordered promulgated by the Board are under preparation at this time to be published later.

Dated, Des Moines, Iowa, November 14, 1907.

No. 3346—1907.

IN THE MATTER OF RATE ON SUGAR BEETS IN CAR LOADS.

The Commissioners having had the subject before them for a long time, upon September 4, 1907, promulgated commodity rates on sugar beets in car loads, becoming effective September 23, 1907.

The notice as prepared and published as provided by law naming these commodity rates is as follows:

THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
Sugar Beets C. L.

A schedule of reasonable maximum rates of charges for the transportation of sugar beets in carloads on each of the railroads in the State of Iowa.

Prepared by the Board of Railroad Commissioners in accordance with the laws of the State.

Dated September 4, 1907.

Effective September 23, 1907.

Rate in Cents Per Ton.

Miles	Rate	Miles	Rate
25 miles and under.....	40	71 to 80.....	80
26 to 40.....	40	81 to 85.....	85
41 to 45.....	50	86 to 90.....	90
46 to 50.....	50	91 to 95.....	95
51 to 55.....	60	96 to 115.....	1.00
56 to 60.....	60	116 to 135.....	1.05
61 to 65.....	70	136 to 150.....	1.10
66 to 70.....	70		

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, September 4, 1907. DWIGHT N. LEWIS, Secretary.

No. 3347—1907.

IN THE MATTER OF JOINT RATES IN IOWA.

The Thirty-second General Assembly of the State of Iowa enacted the following law:

AN ACT to repeal sections two thousand one hundred and fifty-three (2153) and two thousand one hundred and fifty-five (2155) of the Code, relating to joint freight rates over two or more connecting lines of railway between points within this State, and relating to the power and duties of the Board of Railroad Commissioners, and to enact substitutes therefor.

Be It Enacted by the General Assembly of the State of Iowa:

SECTION 1. That section two thousand one hundred and fifty-three (2153) of the code be and the same is hereby repealed and the following enacted in lieu thereof:

SECTION 2153. Every owner or consignor of freight to be transported by railway from any point within this state to any other point within this state shall have the right to require that the same shall be transported over two or more connecting lines of railway, to be transferred at the connecting point or points without change of car or cars if in carload lots, and with or without change of car or cars if in less than carload lots, whenever the distance from the place of shipment to destination, both being within this state, is less over two or more connecting lines of railway than it is over a single line of railway, or where the initial line does not reach the place of destination; and it shall be the duty, upon the request of any such owner or consignor of freight, made to the initial company, of such railway companies whose lines so connect, to transport the freight without change of car or cars if the shipment be in a carload lot or lots, and with change of car or cars if it be in less than carload lots, from the place of shipment to the destination, whenever the distance from the place of shipment to destination, both being within this state, is less than the distance over a single line, or when the initial line does not reach the point of destination, for a reasonable joint through rate. This section shall apply to interurban railways and their connection with ordinary steam railways.

SEC. 2. Section two thousand one hundred and fifty-five of the Code be and the same is hereby repealed and the following enacted in lieu thereof:

SECTION 2155. The board of railroad commissioners shall, within ten days after this act takes effect, notify in writing every railway company owning or operating a railway within this state that it will, upon a day named in such notice, which day shall not be more than thirty days after giving said notice, take up for investigation the subject of establishing joint through rates, as herein provided, between the railway lines in this state. It shall also give a similar notice, directed "to whom it may concern," and so publish the same that it will have general circulation throughout the state. All corporations, partnerships and persons interested in the subject may present themselves at the hearing and be heard, under such rules and regulations as the board may prescribe. At the end of the investigation, which shall be carried on with all due diligence, the said board of railroad commissioners shall make and publish a schedule of joint through railway rates for such traffic and on such routes as in its judgment the fair and reasonable conduct of business requires shall be done by carriage over two or more lines of railway, and will promote the interest of the people of this state. In the making thereof, and in changing, revising or adding to the same, the board shall be governed as nearly as may be by the preceding sections of this chapter, and shall take into consideration, among other things, the rates established for shipments within this state for like distances over single lines, the rates charged by the railway companies operating such connecting lines for joint interstate shipments and the increased cost, if any, of a joint through shipment as compared with a shipment over a single line for like distances. In establishing such rates for shipments in less than carload lots, in cases where at the connecting point or points in the line of shipment the connecting railways have not and are not required to have a common station or stopping place for loading or unloading

freight, the board shall make such lawful regulation as in its judgment will be fair and just respecting the transportation of such freight from the usual unloading place of one railway to the usual loading place of the other. The joint through rates thus established shall be promulgated by mailing a printed copy thereof to each railway company affected thereby, and shall go into effect within ten days after they are so promulgated; and from and after that time an official printed schedule thereof shall be *prima facie* evidence, in all the courts of this state, that the rates therein fixed are just and reasonable for the joint transportation of such freight between the points and over the lines described therein. The said board shall deliver a printed copy of said schedule to any person making application therefor.

The share of any railway company of any joint through rate shall not be construed to fix the charge that it may make for transportation for a similar distance over any part of its line for any single rate shipment or the share of any other joint rate. The board, upon such reasonable notice as it may prescribe, may, upon its own motion or upon the application of any person, firm or corporation interested therein, revise, change or add to any joint through rates fixed or promulgated hereunder; and any such revised, changed or added joint rate shall have the same force and effect as the rate or rates originally established. The said board is empowered to authorize, upon proper hearing, any railway company whose line connects the point of shipment with the point of destination but requires a longer haul than the joint haul over which a joint rate has been established, to charge the joint rate without affecting the charge upon any other part of its line, except that the charge for a like kind of property must not be greater for a shorter than for a longer distance over its railroad, all of the shorter haul being included within the longer. This section shall apply to interurban railways and their connection with ordinary steam railways.

SEC. 3. This act being deemed of immediate importance shall be in full force and effect from and after its publication in the Register and Leader and Des Moines Capital, newspapers published in Des Moines, Iowa.

Approved March 28, A. D. 1907.

Acting under the direction of the foregoing law, the Commissioners on April 5, 1907, wrote all the railroad companies operating lines in Iowa, and ordered notice published two times in the Register & Leader and the Des Moines Daily Capital, fixing date for hearing, as provided by the said law, Wednesday, May 8, 1907, 10 o'clock a. m., at the office of the Board in Des Moines.

On May 8, 1907, pursuant to the resolutions of the Board of April 5, 1907, and notices published in accordance therewith, the Board met at its office to consider the matter of joint rates. No one appearing as applicants for joint rates, the Board adjourned the hearing until May 22, 1907.

Pursuant to adjourned meeting of May 8, 1907, the Board met at its office on May 22, 1907, to further consider the subject of joint rates.

The record shows the following persons to have been present at this hearing:

Carroll Wright, Attorney, Chicago, Rock Island & Pacific Railway Company.

T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.

H. Gower, Freight Traffic Manager, Chicago, Rock Island & Pacific Railway Company.

A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.

J. C. Davis, Attorney, Chicago & North-Western Railway Company.

M. J. Golden, Assistant General Freight Agent, Chicago & North-Western Railway Company.

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Wm. Ellis, Special Representative, Chicago, Milwaukee & Saint Paul Railway Company.

S. H. Vaughan, Division Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company.

W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.

F. B. Bowes, General Traffic Manager, Illinois Central Railroad Company.

J. N. Tittemore, Freight Traffic Manager, Iowa Central and Minneapolis & Saint Louis Railway Companies.

H. F. Marsh, General Freight Agent, Iowa Central and Minneapolis & Saint Louis Railway Companies.

R. A. Belding, Assistant General Freight Agent, Chicago Great Western Railway Company.

J. M. Hewitt, Attorney, Chicago Great Western Railway Company.

H. H. Polk, President, Inter-Urban Railway Company.

C. W. Johnston, General Freight Agent, Inter-Urban Railway Company.

W. B. Hamblin, General Freight Agent, Chicago, Burlington & Quincy Railway Company.

W. G. Wagner, Division Freight Agent, Chicago, Burlington & Quincy Railway Company.

F. C. McMillan, Division Freight Agent, Wabash Railroad Company.

F. C. Gifford, Assistant General Freight Agent, Chicago, Saint Paul, Minneapolis & Omaha Railway Company.

I. B. Smith, Secretary, Iowa City & Cedar Rapids Railway Company.

W. B. Martin, Commissioner, Dubuque Commercial Club.

Mr. Smiley, Secretary, Clinton Manufacturers' and Shippers' Association.

O. T. Denison, Chairman, Manufacturers' and Shippers' Association of Iowa.

Paul Arbenz, Dain Manufacturing Company, Ottumwa.

Dillon Turney, Turney Manufacturing Company, Fairfield.

L. R. Rosebrook, representing Coal Interests.

W. C. Staley, representing Western Grocery Company.

Hon. W. D. Jamieson, representing Shenandoah Interests.

E. G. Wylie, Commissioner, Greater Des Moines Committee.

Much discussion was had with reference to proper basis of joint rates in Iowa, but as there seemed to be no very definite ideas concerning the subject under discussion, the Board adjourned the hearing until June 6, 1907.

On May 27th the Board issued notice as follows, sending copies thereof to railroad companies and coal operators in Iowa:

May 27, 1907.

To Whom it May Concern:

You are hereby notified that the Board of Railroad Commissioners of Iowa will hold a public meeting at its office in Des Moines, Iowa, June 7, 1907, beginning at 10 o'clock A.M., to consider the subject of rates and joint rates on coal.

Very truly yours,

DWIGHT N. LEWIS, Secretary.

On June 6, 1907, pursuant to adjourned meeting of May 22, 1907, the full Board met at its office at 10 o'clock a. m. to further consider the subject of joint rates.

There were present, representing different interests, the following named persons:

J. C. Davis, Attorney, Chicago & North-Western Railway Company.

M. J. Golden, Assistant General Freight Agent, Chicago & North-Western Railway Company.

Wm. Ellis, Special Representative, Chicago, Milwaukee & Saint Paul Railway Company.

H. E. Pierpont, General Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company.

J. N. Tittemore, General Traffic Manager, Minneapolis & Saint Louis and Iowa Central.

H. F. Marsh, Assistant General Freight Agent, Minneapolis & Saint Louis and Iowa Central.

Geo. W. Seavers, General Counsel, Minneapolis & Saint Louis and Iowa Central.

Carroll Wright, Attorney, Chicago, Rock Island & Pacific Railway Company.

T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.

A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.

W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.

W. B. Hamblin, General Freight Agent, Chicago, Burlington & Quincy Railroad Company.

Mr. Funk, General Counsel, Des Moines, Iowa Falls & Northern Railway Company.

H. H. Polk, President, Inter-Urban Railway Company.

C. W. Johnston, General Freight Agent, Inter-Urban Railway Company.

F. C. McMillan, Division Freight Agent, Wabash Railroad Company.

R. A. Belding, Claims Agent, Chicago Great Western Railway Company.

E. E. Watson, General Freight Agent, Chicago Great Western Railway Company.

J. J. Doty, J. H. Eishiem, Hon. W. D. Jamieson, Henry Field, representing Shenandoah interests.

V. S. Colbert, E. K. Rice, T. F. Breen, representing Fort Dodge interests.

J. L. Fulton, P. W. Hearn, Robt. Patterson, representing Lehigh interests.

O. T. Denison, representing Manufacturers' and Shippers' Association.

D. Turney, C. J. Fulton, F. L. Hunt, representing Fairfield interests.

After full opportunity had been given all present to be heard, the Board announced that it would continue the hearing at its office on June 24, 1907, at which time it would also consider the subject of rates and joint rates on coal.

At the hearing on June 6th, agreement was reached between the representatives of the shippers and railway companies who were present, that before the hearing on June 24th, effort would be made for the shippers and the railway companies to get together on some basis of joint rates which they might present to the Board for its consideration.

During the time between June 6th and June 24th, the Commissioners received a vast amount of correspondence, including applications of a great number of shippers for the promulgation in Iowa of what was termed the "80 per cent" basis for joint shipments. Copies of applications made by shippers direct to railroad companies for joint rates over various lines in Iowa were also sent to the Board in large numbers, so that when the Commissioners met again on June 24th, they had before them, as they had not before, the express wishes of shippers generally throughout the state.

The Board met at 10 o'clock a. m. on June 24, 1907, pursuant to the adjournment, to further consider the subject of joint rates. The record of the Board shows the following persons to have been present:

J. C. Davis, Attorney, Chicago & North-Western Railway Company.

F. P. Eyman, Assistant General Freight Agent, Chicago & North-Western Railway Company.

M. J. Golden, Assistant General Freight Agent, Chicago & North-Western Railway Company.

Carroll Wright, Attorney, Chicago, Rock Island & Pacific Railway Company.

A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.

T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.

E. E. Watson, Assistant General Freight Agent, Chicago Great Western Railway Company.

R. A. Belding, Assistant General Freight Agent, Chicago Great Western Railway Company.

Wm. Ellis, Special Representative, Chicago, Milwaukee & Saint Paul Railway Company.

S. H. Vaughan, Division Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company.

W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.

J. N. Tittemore, General Traffic Manager, Minneapolis & Saint Louis and Iowa Central Railway Company.

F. C. McMillan, Division Freight Agent, Wabash Railroad Company.

W. B. Hamblin, General Freight Agent, Chicago, Burlington & Quincy Railroad Company.

Isaac B. Smith, Secretary, Iowa City and Cedar Rapids Railway Company.

W. H. Johnston, General Freight Agent, Inter-Urban Railway Company.

J. J. Doty, Hon. W. D. Jamieson, representing Shenandoah interests.

O. T. Denison and D. Turney, representing manufacturers' and shippers' interests, and many other visitors.

For full particulars, see Reporter's Transcript in the case.

After the taking of testimony as offered, the Board adjourned the hearing until the next day at 10 o'clock a. m., when it was announced they would further take up the subject of joint rates in general, also of rates and joint rates on coal.

The record of June 25th shows that pursuant to the adjournment the Board met at 10 o'clock a. m. to further consider joint rates and rates and joint rates on coal; that the railroad companies were represented by the same persons as on the previous day and the coal interests were represented by L. R. Rosebrook, John P. Reese, T. A. Ray and T. L. Evens. After full opportunity had been given for all present to be heard, and after much documentary evidence had been filed with the Commission, the Board announced adjournment and took the matter under advisement.

The Commissioners have felt that the importance of this hearing and its outcome to the people of the state generally, the public should be acquainted with the testimony upon which the Commission acted in fixing joint rates, and it is therefore set out in full in this report.

The Commissioners very carefully considered all the exhibits filed by shippers and railway companies, and the testimony, evidence and statements submitted by all interested parties, and on June 25th, unanimously passed the following resolution, which was afterwards printed and generally distributed, and known as Joint Rate Circular No. 1.

JOINT RATE RESOLUTION ADOPTED JUNE 25, 1907.

WHEREAS, Pursuant to an act approved March 28, 1907, relating to joint freight rates, this Board has taken up for investigation at public hearings and otherwise the subject of establishing joint through freight rates between the railway lines of the state, and which investigation has been carried on with diligence as provided by law. Now at the end of this investigation and on this 25th day of June, 1907, be it

Resolved. First. That there be and is hereby established a schedule of joint through railway rates upon all the routes and lines operating or being

in the State of Iowa and upon all classes of freights and commodities carried within this state as follows:

Railroads shall be entitled to charge and receive a freight rate for freight carried over more than one line, a sum not to exceed eighty (80) per cent of the sum of the local rates as provided by the Iowa Schedule, and said railroads as a part of said joint rate shall absorb all transfer charges on carload lots, provided however, that in case 80 per cent of the locals shall be less than the rate for continuous mileage between two points as per the Iowa Schedule, the rate for continuous mileage between said points shall be the joint rate.

Second. The above joint rate shall not apply upon distances less than twenty-five (25) miles, and in such cases the joint rate upon carload lots shall be the sum of the locals as per the Iowa Schedule, *provided, however,* that the maximum rate for distances less than 25 miles shall in no case exceed the minimum joint rate for a distance of 25 miles. In the above cases the transfer charges shall be absorbed by the railroads.

Third. That the regulation respecting the transportation of freight in less than carload lots from the usual unloading place of one railway to the usual loading place of the other be not made until the Board is more fully advised of the actual cost thereof, and points where charge is now made therefor and full information had as to all conditions which will enable the Board to make a regulation which will be fair and just to all parties.

Fourth. When the Board is thus fully advised, that it make such regulation for transfer charges in less carload lots, either upon routes in particular or in general, or at particular transfer stations as the circumstances and facts developed make advisable, and that such regulation be a part of the joint rate hereby established.

Fifth. That as a part of said joint rate the maximum rate for a minimum shipment shall be twenty-five (25) cents. The above rate is based upon the interstate rate. If the interstate rate is changed it is the purpose of this Board to make the same harmonize with such interstate rate.

Sixth. That the Secretary of the Board is hereby directed to publish a schedule of joint through railway rates in compliance with these resolutions so that the same shall go into effect not later than August 1, 1907.

Seventh. That the railroads interested be and they are hereby requested to keep accurate accounts of the effect of this joint rate upon the business of the railroads, and present to the Board a full statement thereof at a hearing to be called for that purpose on notice and not earlier than six months from the taking effect thereof, and that shippers be invited to appear at said time for a like purpose.

In pursuance with the foregoing resolution, the Commission on July 22d, issued their Joint Rate Order No. 1, taking effect August 1, 1907, a copy of which joint rate order follows:

Joint Rate Order No. 1.

THE BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

A schedule of joint through railway rates, applying on all shipments of freight entirely within the State of Iowa, over two or more railroads; made and promulgated by the Board of Railroad Commissioners of the State of Iowa in accordance with Chapter 111, Laws Thirty-second General Assembly.

Dated July 22, 1907.

Effective August 1, 1907.

1. The freight charge on a shipment of freight passing over two or more railroads within this state shall be eighty (80) per cent of the sum of the local charges for the distance each railroad hauls the freight.

EXAMPLE:

.....Railway, 50 miles at Class E rate, 4 cents
.....Railway, 75 miles at Class E rate, 4.4 cents

Total, 8.4 cents

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80 per cent of 6.4 cents, the sum of the two locals, would be 6.72 cents, the joint rate.

2. Railroad companies shall absorb all transfer charges on carload lots.
3. In case the application of the eighty (80) per cent rule would make the rate less than the continuous mileage rate, then the continuous mileage rate shall be the joint rate.

EXAMPLE:

Distance	First Class Rate
5 miles.....	14 cents
320 miles.....	57 cents
	Total, 71 cents

80 per cent of 71 cents, the sum of the two locals, is 56.8 cents, while the continuous mileage rate for 325 miles (320) would be 57.5 cents, therefore the continuous mileage rate would be the joint rate.

4. The above joint rate shall not apply on distances less than twenty-five miles; and in such cases the joint rate shall be eighty (80) per cent of the local charges for ten and fifteen mile hauls, the transfer charges on carloads to be absorbed by the railroad companies.

EXAMPLE: For combined distance less than twenty-five miles the following joint rates will govern for Class A roads:

MERCHANTISE IN CENTS PER 100 POUNDS.

	First Class	Second Class	Third Class	Fourth Class
Rate.....	24.3	30.7	16.4	12.2

SPECIAL CARLOAD CLASSES IN CENTS PER 100 POUNDS.

	Fifth Class	Class A	Class B	Class C	Class D	Class E
Rate.....	8.51	8.72	8.51	7.3	6.08	4.96

	Car Load Classes in Cents Per 100 Lbs.				Live Stock in Cents Per 100 Lbs.				Coal in Cents Per Ton of 2,000 Lbs.	
	Wheat, flour, millet, fax-seed and Hungarian grain and mill-stuffs	Hard and soft lumber, lath, shingles, doors and blinds	Salt, lime, cement, plaster, stucco	Horses and mules in car loads; minimum weight 20,000 lbs., 31-foot cars, inside measurement	Fat cattle in car loads; minimum weight 19,000 lbs., 31-foot cars, inside measurement	Hogs (single deck) in car loads; minimum weight 15,000 lbs., 31 foot cars, inside measurement	Sheep (single deck) in car loads; minimum weight 10,000 lbs., 31-foot cars, inside measurement	Hard coal	Soft coal, lump and nut	Soft coal, peat and slack
Rate.....	7.7	6.4	6	5.5	9.2	9	9.9	12	31.04	58

5. Transfer charges for less than carload shipments:

In case it is necessary to transfer less than carload freight from one depot to another the actual cost of service may be added to the joint rate as heretofore

provided. In case the same depot is used by both railway companies there shall be no transfer charge.

6. Minimum charge:

The minimum charge for a shipment over two or more railroads shall be forty (40) cents.

By order of the Board of Railroad Commissioners of the State of Iowa.

N. S. KETCHUM, Chairman,

D. J. PALMER,

W. L. EATON,

Commissioners.

Attest:

DWIGHT N. LEWIS, Secretary.

Des Moines, Iowa, July 22, 1907.

The Board on August 2, 1907, made a ruling effecting Joint Rate Order No. 1 as follows:

Joint Rate Order No. 1.

RULING.

August 2, 1907.

To Whom it May Concern:

It is noted by the Board that many railroad companies in issuing tariffa governing joint business in Iowa make the statement that the 40 cent minimum applies plus the transfer charge. The Board intended that upon such shipments the transfer charge should be absorbed by the railroad companies. If you have made error in your tariffs in making provision for the 40 cent minimum, please correct at once in accordance with this letter.

Very truly yours,

DWIGHT N. LEWIS, Secretary.

This ruling was sent all railroad companies operating in Iowa.

On December 4, 1907, the Board issued Joint Rate Order No. 2, effective December 20, 1907, as follows:

Joint Rate Order No. 2.

THE BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Dated December 4, 1907.

Effective December 20, 1907.

Paragraph 6 of Joint Rate Order No. 1, dated July 22, 1907, effective August 1, 1907, is hereby amended to read as follows:

"6. Minimum charge:

The minimum charge for a shipment over two or more railroads shall be twenty-five (25) cents."

This action is taken in accordance with fifth paragraph of Joint Rate Circular No. 1, adopted and promulgated by this Board on June 25, 1907.

By order of the Board of Railroad Commissioners of the State of Iowa.

N. S. KETCHUM, Chairman,

D. J. PALMER,

W. L. EATON,

Commissioners.

Attest:

DWIGHT N. LEWIS, Secretary.

Dated Des Moines, Iowa, December 4, 1907.

**ADJOURNED MEETING OF THE RAILROAD COMMISSION ON THE
QUESTION OF FREIGHT RATES.**

Des Moines, Iowa, June 24, 1907, 10 a. m.

MR. EATON: We have been waiting for Mr. Ketchum to arrive. He is not here yet. He will probably come on the 11:50 train, and we would not save any time by having a session this morning, so I will take the authority to adjourn to half-past one sharp. Will be glad to see you here at that time and will be glad to know that you have arrived at an agreement among yourselves. Hope you will have a spokesman that will state that agreement quickly upon the beginning of the session after dinner.

1:30 p. m.

MR. EATON: Gentlemen, we will resume the hearing on the joint rate proposition. There are only about two questions that we want to hear from you now. The law absolutely requires us to put in a joint rate, as we construe it. That question is settled. What we want to hear from you upon is how to put in a joint rate so as to injure the railroads the least and benefit the people the most. Second, when we determine how to put it in, what it ought to be. We would be glad to hear from you on those two propositions. Would be glad to hear from the railroad people first, and we take it for granted that they have adopted the suggestions made by this Commission, and have arrived at an agreement. We would like to know what the agreement is. Who has charge of it?

MR. J. C. DAVIS: There has been a very earnest effort on the part of the representatives of the railroads to try and harmonize the existing conditions in Iowa with the suggestions made by the Commission as to a joint rate. The traffic men have found themselves confronted by a situation which they consider entirely novel in the history of railroad rate making. It has been suggested a good many times during this hearing that joint rates are ordinarily made for two purposes: One, the result of competition, the other to meet the exigencies of some particular and peculiar state of affairs; and the idea of putting in a blanket joint rate, as seems to be the desire of a good many shippers in Iowa, upon the basis of a fixed mileage continuous tariff, seems to be a practical impossibility.

Now, perhaps we have not fairly understood the purpose of this adjourned meeting. As we understood it, the railroad people were to confer together and then give the Commission such information as we might be able to evolve as the result of these conferences. We have had these various hearings, which have taken on the aspect a good deal, of a town meeting. Each man has gotten up and given his experience, and you have under consideration now three or four methods of joint

rates: One, a continuous mileage; another, on a per cent of the continuous mileage, and another a per cent of the two locals. As I understand it, the traffic people are here to answer any specific questions that the Commission may ask, and it was rather supposed that we would sit down with you here at the table and take up examples under these various systems and show what the result would be if an attempt is made to put in a blanket rate either on all commodities in Iowa, or take particular commodities and put a joint rate that shall apply as to the particular commodity under all circumstances; and we are here simply to give the Commission the information that we have, and without any specific program.

I think all the roads are represented. I don't know whether the Des Moines representative of the Milwaukee is here, but the Chicago representatives don't seem to be here. I don't know whether they are coming or not, but to call upon each road, or its representatives, to get up and make a statement such as in the past, it has not seemed to us that that was the purpose of this meeting. We would take up, for instance, and we would have to sit down and figure out, examples to show how any one of the systems, if you adopt it, would work out.

MR. EATON: There isn't the least objection to your sitting down there in the chair at the table, but we want each individual to give us some information, if he has any, on the subject of joint rates, how they ought to be made. If you will select someone.

MR. DAVIS: So far as that is concerned, Mr. Eyman is here, representing the Northwestern. It is the first time he has been here at any of these meetings and you have not heard from him before. It might be well to hear a new man on this subject. I will ask Mr. Eyman to suggest to the Commission the result of these conferences on joint rates, and his judgment as a traffic man, as to what method, if any, should be adopted in putting them in. As I say, we haven't any set program and it is not to be understood when I stand here, that I am representing all the roads, because they all have their representatives.

Now, while I am here, we desire at some time during either today or tomorrow, to offer some additional evidence on the reasonableness of the present coal rate, which is a matter that is entirely independent of the joint rate. Of course, we are subject to the order of the Commission.

MR. EATON: Before you take a seat, Mr. Davis, what progress has been made by the representatives of the railroads on the subject of the joint rates, towards reaching an agreement?

MR. DAVIS: I will say very frankly that I think no agreement has been arrived at at all, for the reason that it is the position of the roads that the joint rates in Iowa should not be made upon any other or different method than joint rates are generally made.

MR. EATON: How is that?

MR. DAVIS: That is either the result of competition, or the result of some peculiar circumstances by which the product of some factory or

some community, in order to get to market, must be given a joint rate. In other words, when a joint rate is asked from railroads, the party asking the joint rate should be able to give some reason why he should receive it.

Take the broad proposition of joint rates. I think Mr. Pierpont at the last meeting made as concise a statement of the situation in Iowa as anybody could make. He said it was simply the result of one community desiring to get into the territory of another community; not that it will specially help the people, but it is the ambition of Fort Dodge to get into the territory of Waterloo; of Waterloo to invade the territory of Cedar Rapids, and of Cedar Rapids to sell something where Ottumwa now sells. The result of that would not be to cheapen the article. It would not be to bring to the consumer the article any cheaper, but it would enable ambitious merchants in one community to invade the territory of another, without any good result to the community at large. That is especially true as to the merchandise commodity. Now, it may be that there are factories in Iowa that need some relief. It has been the thought of the railroads that these factory questions should be taken up as an individual proposition and not in the way of a joint or blanket proposition.

MR. EATON: Do I understand you, then, that during this adjournment you have not made any progress at all—that we stand where we did before as far as the railroads are concerned?

MR. DAVIS: I think we stand practically where we did before as far as the railroads are concerned.

MR. EATON: Then you don't see any hope of an agreement between the railroads, no matter even if further time were given them, do you?

MR. DAVIS: I would not say that; no, sir. I think the Commission must very thoroughly understand the attitude of the railroad people in this matter. It is not antagonistic, but there has been cast upon this Commission and upon the railroad interests of Iowa, an extremely novel and a complicated question. Now, here are a dozen men that represent the traffic departments of the railroads that serve Iowa. This Commission has suggested to them: "You must report to us a system of joint rates;" and here is a responsibility that has never been placed upon the traffic department before. Suppose these gentlemen unite in recommending a system of joint rates and that it proves extremely disastrous to the railroad interests, because there is no living man can tell the result of a joint rate system under the peculiar situation of our Iowa law; and the Commission must not be impatient with the railroad men if they have been unable to meet this unequal responsibility.

MR. EATON: The point is this, Mr. Davis: I think we realize the burden that is on the traffic men in that respect, but they have had a good deal of time, and they have not made any progress, and the point is, must this Commission, without any agreement from the railroads at all, take that burden, or should the railroads do it?

MR. DAVIS: Permit me a further word of explanation. Of course, if these traffic people had nothing to do but consider the Iowa question, they have had a considerable amount of time in which to do it. The Commission must understand that in—take, for instance, the Northwestern Railroad—in every state that we have to serve, we have to meet right now the most radical propositions in regard to freight rates and passenger matters, and those departments of the railroads are simply driven to death; and while we have had a considerable amount of time between the adjournment of the legislature and the present time, we have had very little time to give exclusively to the Iowa situation. We have Wisconsin and Minnesota, Nebraska and Missouri, and in every state in the Middle West, there is being agitated these various questions; not only before State Commissions, but before the Interstate Commerce Commission.

Now, take the Commission of Wisconsin, for instance. That has the question of the two-cent fare. They took ten or twelve months to consider that and hear evidence, and it is a proposition, if the Commission will pardon the suggestion, that should not be lightly concluded, either by this Commission or by the railroad people.

MR. EATON: We will hear from Mr. Eyman.

MR. F. W. EYMAN: Mr. Chairman and Gentlemen of the Commission: I don't believe that I can add anything to what Mr. Davis has so well said in reference to the conditions that have confronted the traffic men in undertaking to conscientiously and honestly arrive at some definite conclusion as to the establishment of joint rates in Iowa, made to fit the conditions that now operate in Iowa so far as the distance tariff is concerned. We have had a number of meetings, we have made figures until we were gray-headed, and we have figured out every possible suggestion that was made as to the basis to start from and to work on, and we have not as yet been able to strike the key that will give us a consistent joint distance tariff.

MR. EATON: What are the objections to a joint tariff based on 80 per cent of the two locals?

MR. EYMAN: The objections that we ran against, Mr. Eaton, are these: That up to a certain distance 80 per cent seems to work out fairly well. After you have gotten up to the distance, say, of 150 or 175 or 200 miles, 80 per cent of the two locals will make a less rate than your straight distance tariff in Iowa. Take, for instance—I have instances of that right here.

MR. EATON: What is the distance where it works out fairly well—to what point?

MR. EYMAN: If you start with a distance, say, of twenty-five or thirty miles to make your minimum joint rate, so as to give a reasonable earning to the short line. These rates, when you go to divide them—say, for instance, there is the twenty-five-mile haul—another road will haul that eight miles and another road the balance. The short line is entitled to 25 per cent, say. Now, in starting with a five-mile or a ten-mile haul,

on that the earnings would be so small as to be insignificant. They would be absolutely absurd, or unremunerative. I have an instance here of 280 miles. The Iowa distance tariff for 180 miles is 36.8 cents.

MR. EATON: That is on first-class?

MR. EYMAN: Yes, sir; 80 per cent to each line. Figuring ninety miles to each line, to make the factors equal, makes a rate of 37.12 cents. Now, you take 210 miles, the Iowa distance tariff is 41.6; 80 per cent to each line, using equal factors, makes only a rate of 39.68, or two cents less than your straight Iowa distance tariff.

MR. EATON: Now, following that out: Is there any reason why a joint rate schedule could not be made on that basis, and make an exception that in no case should the rate be less than between two points?

MR. EYMAN: Well, I don't know whether that would work out or not; I don't know whether we could work out a consistent tariff on that basis or not. What basis would you make the rate after you reached a certain mileage? You take 80 per cent after you reached a certain point, and the balance of the distance you would take a straight rate.

MR. EATON: The question I asked you, is, suppose you make a blanket rate of 80 per cent on the sum of two locals. I want to get at the objections to that.

MR. EYMAN: I say that 80 per cent, or any other per cent of the straight rate used as a blanket rate for a joint rate, is an experiment and I am not able to say how it would work out.

MR. EATON: Give us your judgment.

MR. EYMAN: We have tried that and we have tried the percentage basis. Now the objection—

MR. EATON: Before getting to that: Are there any other objections that occur to you now, to an 80 per cent basis of the sum of two locals, except the objection that up to a certain point it would not work out well because it would be less than the Iowa distance tariff rate?

MR. EYMAN: The only other objection would be that the rate would be too low.

MR. EATON: Well, any others?

MR. KETCHUM: What percentage of your tonnage in Iowa would be first class?

MR. EYMAN: A large percentage would be from first to fourth class. I don't know the exact percentage of the business that would move under first class rate, but there is a large volume of business. Now, from first to fourth class, if you put in the merchandise class, from first to fourth class would practically take all of the merchants' and jobbers' business and things of that kind. The fourth class is exactly the same thing; works out the same. The Iowa distance tariff on fourth class, for instance, for 240 miles is 21.16; 80 per cent to each line would be 21.31; 270 miles, 23.08. The fourth class rate would be 22.90.

Now, there is another very serious objection from a railroad stand-point, or seems to me, on less than carload business, and that is the transfer. The transfer—at most of the points of transfer that transfer has to be made by dray—by team—from one depot across the city to another. Now, they are paying practically,—when we do pay that charge, we pay five cents per hundred pounds with a minimum of ten cents a package. Now you see we would be paying out more money than we would be earning, without we had a minimum charge that would reimburse us. I think any city having joint rates should take into consideration the question of reasonable rates for transfer at general points in less than carload rates.

MR. KETCHUM: I was going to ask a question as to that transfer charge. Wouldn't there be a disposition on the part of railroads to get better facilities for transferring at these points? That is to say, if the burden was entirely upon the railroads, whether they would not handle the transfer business a little different than it is being handled. I mean the facilities.

MR. EYMAN: The car to car transfer?

MR. KETCHUM: Whether or not at joint depots it would not very soon result in a very material change in the transfer business.

MR. EYMAN: You could not do that as a general proposition, because the lines—for instance, take at Des Moines—there is no way by which we could make a transfer from one car to another at Des Moines without hauling less than carload lots through the city, because the depots are a mile apart.

MR. KETCHUM: You do all your transferring by team?

MR. EYMAN: In less than car lots; yes, sir.

MR. KETCHUM: No other facilities? Don't you transfer cars from one line to another?

MR. EYMAN: No, sir.

MR. EATON: There would be no serious difficulty or objection in making a provision about that which would be fair.

MR. EYMAN: No, I don't think there would if a provision was made.

MR. EATON: That would go in with the 80 per cent of the two locals?

MR. EYMAN: No, I don't think that would be fair.

MR. KETCHUM: You think that would not be remunerative? It would not be enough?

MR. EYMAN: If you take into consideration the additional cost of transferring from one station to another by team across the city, I think that could be gotten around in that way by adding a fair amount.

MR. EATON: What percentage do you think would be fair? You say 80 per cent would be too low. What per cent would be fair?

MR. EYMAN: A hundred per cent.

MR. EATON: In other words, you don't want a short rate at all?

MR. KETCHUM: You've already got that. Many of the roads have put in an 80 per cent rate. This is not a new thing. It is practically conceded and has been.

MR. EYMAN: You know, Mr. Ketchum, we have always claimed our Iowa distance tariff was too low. We adopted it—put it in, under protest.

MR. KETCHUM: But the law provides that we must put in a joint rate. When that law was enacted it must have meant something, because the joint rate has always been in effect. That law does not bring up anything new in the joint rate, because we have always had a joint rate.

MR. DAVIS: As a matter of fact, Mr. Commissioner, there has been no system of uniform joint rates in Iowa.

MR. EYMAN: You mean the law has always contemplated joint rates?

MR. KETCHUM: Yes, sir. It is only a question now as to the provision this law is to make a change in the joint rate so it can be used. That is the reason there has been no joint rate used, although it has been in. You have been acknowledging a joint rate heretofore. The joint rates have been prohibitive absolutely. That is the reason it has not been in force. You have no objections to making a joint rate over your railroads in Iowa, but at the same time you have always known that those joint rates were prohibitive in a business. The business could not be carried at the two joint rates. Now the question came up under this law, of making some change that would be satisfactory to the railroads and satisfactory to the shippers. That is what we are up against.

MR. EYMAN: Well, I think the other traffic men will agree with me that we have labored honestly and conscientiously and earnestly on this proposition, and that is about the—as I say, we have tried the 80 per cent.

MR. EATON: What are the objections, Mr. Eyman, to a joint rate schedule based on a continuous mileage, with certain per cent added to it for the transfer charges?

MR. EYMAN: The trouble is, you start with a percentage on the straight rate, say any per cent you might start with that would be reasonable on the short hauls, would be unreasonable on the long hauls. If you start with one that is reasonable on long hauls, it would be absolutely unreasonable, from the railroad standpoint, on the short hauls. If you start with 125 per cent of your joint rate for ten miles, that would give the one line hauling that business so little revenue that it would be non-compensatory.

MR. EATON: Why not graduate it?

MR. EYMAN: That is just the proposition I started in on a minute ago. When you make a graduated scale, the minute you drop from your high percentage down to your lower percentage, then you have made a lower rate for your longer distance than you did for your short. You start with 140 per cent. When you get to 40 or 50 or 75 miles you drop down to say 125 per cent; then your 125 per cent, say, for 60 miles, will

be less than your 140 per cent for your 50 miles. You have made a lower rate for your longer distance than you do for your shorter distance, the minute you try to work out a graduated scale.

MR. EATON: Have you tried that?

MR. EYMAN: Yes, I have a number of cases here. Mr. Simmons, I believe, has twenty-five or thirty different propositions that have been submitted, that we have worked on and have made the actual figures, and Mr. Simmons will be glad undoubtedly to show those figures.

MR. EATON: Then it is your opinion there is a less objection to a joint rate schedule based on 80 per cent of the sum of the two locals, than based on 10 per cent—

MR. EYMAN: I would be inclined to think there would be less objection to the 80 per cent than there would be to the graduated scale.

MR. EYMAN: I don't think there ought to be any blanket rate at all. If joint rates are made, I think what would be contemplated in the bill would be a joint rate where there was necessity for the joint rate. The joint rate proposition, so far as merchandise is concerned, as has been stated before, is hardly a question of competition as between communities. We don't find any general demand on the part of the merchandise communities all over this state for joint rates, but, as Mr. Davis stated, there are some certain communities that would like to get into other communities and would like to deprive some other community in that particular locality; but there certainly cannot be any urgent necessity for that.

MR. KETCHUM: Excuse me a minute. We had that thought in mind and worked along that line somewhat, until we were snowed under by communities. Now the state is practically blanketed. If you will point out some communities that don't want that rate, I would like to see it.

MR. EYMAN: I can point you one right now that don't want it, and that is, the Des Moines jobbers don't want any joint rate. (Laughter.)

MR. KETCHUM: That might seem true, too, and yet the Des Moines jobbers are seeking right now to get out on the territory and have called my attention to points where they cannot reach, so that does not follow. The Des Moines people do ask for a joint rate; that is the truth of it, yet as a whole the joint rate is not worth anything to Des Moines. But you will find there are parties in this city that do want a joint rate, and you will find that in any community, and we are blanketed in Iowa today.

MR. EYMAN: Well, now, the joint rate on merchandise is not going to increase the tonnage or the business one pound.

MR. EATON: Suppose you were a commissioner—the Fort Dodge people come down pretty strong. They say that Des Moines, on account of its railroad facilities, can go right into their own county and take business away from them, because they have got to ship on two roads. Would you go to Fort Dodge on the theory—on your theory would you give Fort Dodge a joint rate?

MR. EYMAN: No, I would not, because you would be taking away a natural advantage which the other man may have. I don't think it is intended that that should be done.

MR. EATON: Isn't the same argument true as to other places you are talking about here in the state, when you give one man a joint rate and don't give it to another?

MR. EYMAN: It is true except in this respect: If you confine that making of joint rates to manufactured products, then of course you will probably meet some man who is manufacturing a certain line of business that needs a broader market, and in that way you are helping the state as a whole, and helping this particular manufacturer; but I don't believe a blanket proposition covering a merchant of this kind, will help the people at large one particle.

MR. EATON: Would you think this Commission ought to select communities and give them a joint rate and not give it to others?

MR. EYMAN: No, I don't think you ought to do that. I think you ought to confine the making to cases where there is an urgent necessity for joint rates. I don't believe I ought to answer that question in that way, because I am not competent to say to the Commission what they ought to do. But I think that would be the scope of the making of the joint rate, that the Commission should consider the necessity for making that joint rate, and whether it is going to be of a general good to the public or not, when making that joint rate.

MR. KETCHUM: What have you to say as to Clinton on the joint rate?

MR. EYMAN: I don't think they are suffering.

MR. KETCHUM: Davenport is not on your line. What would you think of Davenport?

MR. EYMAN: I think Davenport—they have a number of roads that radiate out all through their territory throughout the state.

MR. KETCHUM: Yet they are anxious to get up onto your road.

MR. EYMAN: I don't doubt it. No doubt that is true. A joint rate on a merchandise proposition is simply a trading proposition; that is all it is.

COLONEL PALMER: Do you practice giving joint rates in Iowa on the 80 per cent basis?

MR. EYMAN: Are there any?

COLONEL PALMER: Do you practice it on your road?

MR. EYMAN: No, sir; we have no joint rates locally in Iowa.

MR. KETCHUM: You have prospered on the 80 per cent basis in Iowa?

MR. EYMAN: Not since my knowledge of the handling of Iowa business. I don't know what was done years ago, but at the present time, or not since I had anything to do with the Iowa business, have we had any rates in on the basis of 80 per cent of the distance tariff. I would say my impression is we never have had.

MR. KETCHUM: On the basis of 100 per cent of the locals. I don't suppose that law would have ever been passed; that is, that we would have had this law to contend with, had they not been seeking some outlet.

MR. EYMAN: Well, probably not, but the Commission, in fixing the basis of rates in Iowa fixed what they considered to be a reasonable rate. We considered it an unreasonably low rate. Now you are asking us to suggest a basis of rates for handling the business, which is lower.

MR. KETCHUM: That is because you are in the business. It is a very complicated question, I'll tell you.

MR. EYMAN: We found it so, Mr. Ketchum. We figured on a great many propositions.

MR. DAVIS: Do you know of any territory, Mr. Eyman, that will serve as a system of blanket joint rates covering all commodities?

MR. EYMAN: There is no territory through which the Northwestern runs where we have a blanket joint rate. None anywhere.

MR. KETCHUM: You operate in no state where the laws are similar to Iowa.

MR. EYMAN: We operate in states where we have a distance tariff rate,—Illinois, for instance, Minnesota and Nebraska, have a distance tariff rate, but in none of those states has there been any attempt to establish a blanket joint rate in connection with that distance territory tariff rate.

MR. KETCHUM: The rates in Illinois are different from the rates in Iowa, because it does not throw down your rate as it does in Iowa under the law.

MR. EATON: If you have any more information give it to us.

MR. EYMAN: I don't believe I have.

MR. EATON: You had a numbr of papers.

MR. EYMAN: These figures cover our attempt to make a joint rate and we ran up against this stone wall in every one of these trial propositions—we have run up against the stone wall of the inconsistency in the tariff after we had gone a certain distance; or the inconsistencies in the relation between the classes and all that, and tried to work it out on a basis that would give a—

MR. EATON: Any inconsistency except the fact that at certain points the joint rate, based on an 80 per cent schedule, or on a continuous mileage, would be less than the rate between the two points.

MR. EYMAN: There may be other inconsistencies, but when we struck that one we started on some other proposition.

MR. EATON: Do you know of any other inconsistencies?

MR. EYMAN: I don't know.

MR. EATON: Is there any reason why that could not be provided for by an exception?

MR. EYMAN: The only objection to that is, that on your long haul business you are applying a flat Iowa distance tariff, while on the other you are applying your 80 per cent of the two locals.

MR. KETCHUM: That is in certain instances?

MR. EYMAN: Yes, sir.

MR. DAVIS: Mr. Eyman, when you apply the continuous mileage on a joint rate, that means cutting the present tariff—20 per cent reduction on the present tariff.

MR. EYMAN: That means making your 100 per cent rate your joint rate.

MR. DAVIS: It means a division of that between two roads, which makes less to each road than if they had an individual haul.

MR. EYMAN: Yes, sir.

MR. EATON: Had you figured on a continuous mileage basis as to what percentages ought to be added for a graduated scale to make it substantially equivalent to 80 per cent of the sum of two locals?

MR. EYMAN: No, sir; I didn't do that because you would have to change that percentage with every different mileage. There are so many different combinations. You take 150 miles and you can divide that into thirty, or forty, or fifty different ways. If you divide that with even figures on one side, that makes one result; if you divide it with twenty miles on one side and 180 miles on another side, that makes another result, and so on. You can make as many different bases of rates on figuring that way as you have different mileages, and we tried that in many instances by taking the actual mileage, and doing that will give you 125 per cent of first class and 90 per cent fifth class rate of Class "A" or Class "B." Mr. Simmons has more exhaustive figures upon that proposition.

MR. SIMMONS: I am sorry to say I don't find those figures in my bunch there.

MR. EATON: Who is the next gentleman?

MR. DAVIS: Mr. Eaton, we had agreed on no program. Mr. Hamblin is here representing the Burlington, Mr. Keepers of the Illinois Central, Mr. Watson of the Great Western, and Messrs. Simmons and Wright here for the Rock Island.

MR. EATON: Is there any gentleman here that has any added information to give us on those two propositions? How to put in a joint rate and what it ought to be? Much obliged to Mr. Eyman.

MR. KETCHUM: Mr. Tittemore, you have undoubtedly been figuring on this since you have been here.

MR. TITTEMORE: I thought I would not say anything this time. I did say to Mr. Eaton the last time I was here that I would take our abstracts and go over them and undertake to find out just how the different bases that had been suggested would affect us. I put two men at

it, who took our abstracts for six months, got up as far as six or eight thousand shipments at the different junction points, and then found I would have to know each consignee in order to find out whether the shipment shopped at that junction point, or went beyond; and that stopped it. I could not determine for myself the loss to the companies I represent, or the gain, if you will, with an 80 per cent or 140 per cent or 125 per cent. Personally I sympathize with the Commission, because I feel that they have been pretty lenient with us. That is, they have given us plenty of time to solve the proposition if it could be solved. I think the Commission know just about where I would stand on the joint rate proposition. I would like to see, if we must have anything—or, in other words, if there is an order to come from the Commission, the Iowa Central road would be least hurt, and I believe more people would be benefited by the 80 per cent proposition than any other. I am not saying that is the only thing, because it can not be figured out by any living man until it is tried, and if I had my way about it I would say I would like to accept under protest, because the board of directors of our railroad might say, "You didn't know what you were talking about," and I must admit to a certain extent I don't. It is a trial—it is a new proposition. I never was placed before where I had to figure out a joint rate. Now, if the Shenandoah people were to ask me for a rate to all points north on my line from Albia on a manufactured article, I might say, "I will make you a joint rate, a zone rate, on, say, stock food." I don't know what the classification for stock food is. I would say we would join the Burlington in the 40 or 50 per cent rate, and we will take so much of the rate, but that can not be done under your Iowa system, because the first thing you know, we would be cutting our revenue in two because we let everybody else come in, and then all of our shippers go over onto the other road and the rivalry of shippers in communities would change the entire face of the map of Iowa when you come to put in a blanket rate based on a continuous mileage. Therefore, I have thought if we were to get the 80 per cent, if that is not what we should have, if that is not the best thing for the people, if it is not the best thing in the judgment of the Commission, then it is not the thing the law contemplated it should be. Lets change it. It can be changed.

MR. EATON: Suppose an experiment was tried and it was made tentative to a certain extent. How long a time would it be necessary to fix, if we were to fix a time, to give it a fair trial?

MR. TITTEMORE: I should say nearly six months if you were going to begin at this time as an experiment, because you see your grain and coal don't begin to move for sometime later, and I should say six months at least. I don't believe in the three months idea, because I don't believe that would be satisfactory. Three months represents a season, as it were, and six months represents two seasons—gives you a better average. I am not suggesting that, but that is the way it has occurred to me. I understand that we have got to have a joint rate under this law. I would like to see it on commodities alone; I would like to see it on manufactured articles alone; but, as you said a while ago, you are giving to one community something that you have not given to the other, and many of your

manufactured articles come under your merchandise class, so that by the time you meet all, you have got a blanket over the State of Iowa, in any event. You can not avoid it under your law, and if the law proves to be confiscatory, six months will show it and the Commission will probably be able to handle it satisfactorily to the state and railroads both. If not, the courts would. I have nothing new, and the only reason I made this statement, Mr. Eaton, was because I told you I would try to get some information that I found absolutely impracticable to get.

MR. KETCHUM: Your view is, 80 per cent would be about fair?

MR. TITTEMORE: I have never said that, because I don't know; but I do say this: that it is the fairest thing we feel we could accept from the Commission for the Iowa Central Railroad and the Minneapolis & Saint Louis.

MR. KETCHUM: As an experiment?

MR. TITTEMORE: As an experiment. I believe it is the least harmful to the railroads and will do the most good to the people until such time as we can get more light on the subject, because if they wait six months we keep on talking and taking evidence just as we have—it is speculative, every word of it and every figure, and it will be just as much so six months from now as today. It is purely speculative. No such condition has ever confronted the traffic men before.

COLONEL PALMER: Mr. Eyman, did you find out in your figuring what per cent of your shipments would take this joint rate in case we would put in a joint rate as is suggested here by Mr. Tittemore, 80 per cent? What per cent of the tonnage would get away from you in that way?

MR. EYMAN: That is problematical. That is a matter for the courts. I could not answer that question definitely, because I could not tell to what extent the jobbing communities located on some of the lines might want to go into the territory now served by jobbing interests that are not on their lines. Waterloo might want to go into the territory of Cedar Rapids, and Cedar Rapids into the territory of Des Moines, and so on; so that it would be impossible to give an answer to a question of that kind. I will say this, that a joint rate on the basis of 80 per cent of the two locals, makes, of course, a higher rate than your local distance tariff penalty for the joint rate. I don't know to what extent it would move, but whatever did move on the joint rate would displace that same amount of business elsewhere. It would not give any new business to the Northwestern, and whatever did move would displace more or less business that is now handled from other roads.

MR. EATON: Some of the gentlemen have stated that 10 per cent of the business would be affected, and some 15 per cent.

MR. EYMAN: I think a very much greater percentage than that would be affected, provided the rate is made blanket.

MR. EATON: Any other gentleman—any other representative of the shippers that has anything new to add to this discussion by way of facts, will be glad to have them.

MR. TURNER: I have nothing to add except as to Mr. Eyman's suggestion here in regard to the division on an 80 per cent basis on a long haul and a short haul. As I interpret the law, the law does not mean a short haul should be divided on the basis of 80 per cent of the long haul, but that is between the railroad companies, and it is unfair to pick out examples of that kind. So far I haven't got any more information and I have not changed my mind very much from the other hearings that we have had before. I have felt all the time, in fact, I think 80 per cent too high on a great many commodities. The question is, whether this Commission wants to make two percentages or not, or more than one percentage. It is a question in my mind whether that would be advisable, because it would help to complicate the matter of rate making. Now, they can talk about 80 per cent of the sum of two locals, or 80 per cent of two locals, being less than the straight mileage. They don't take into consideration that the straight mileage is too high on the long haul. There are jumps in there on the rate of 16 cents a hundred miles on first class, and you can't find any mileage schedule in this country where it jumps that high. I have always taken the position that it is fair to us shippers in Iowa, and is not unfair to the railroad companies, that the present schedule on the long haul should be reduced; then you put in your 80 per cent and the objection that has been raised here is overcome. The law plainly states that we are to take into consideration the interstate rate, and you have tariffs on file of the interstate rates that have been submitted, that 80 per cent is a whole lot higher than interstate rates for the same distance. Mr. Watson, you have not been with us lately. Have you anything to add?

MR. WATSON: I have nothing to add.

MR. J. C. DAVIS: Before this matter is finally concluded, there is one suggestion I want to make on behalf of the Northwestern Railroad, and that is a suggestion that if the rate is put in it must be a blanket rate on all commodities. It has not appealed to us that they stand on the same basis, or that all commodities ought to receive the same consideration. You take, for instance, articles that would come under the general term of drygoods, groceries and hardware. As a general proposition Iowa produces none of those articles. There may be exceptions, but as a general proposition all the towns get their supplies from outside of the state. They all get them at a uniform price. For instance, you take Cedar Rapids, Waterloo, Marshalltown, Ottumwa and Des Moines, and all the jobbing houses, they all get their supplies practically at the same cost laid down in the town. Now, is there any reason why the community business that has been built up here in the State of Iowa, under the protection of the law, should be destroyed? Is there any controlling interest? Take, for instance, a man that is manufacturing wagons down in Fairfield; he may require a larger territory, but the man who is selling groceries in Burlington can not offer any better inducement to the purchasers than in Des Moines. They are not purchased here in Iowa and it costs about the same to lay them down. Now, the hearings have developed a decided difference of opinion among the jobbers of Iowa as to whether or not they want joint rates. Des Moines has not been the only

jobbing center that has questioned it. I don't believe it was before this Commission, but I remember when this joint rate bill was up, Mr. Letts, a jobber from Marshalltown, said he was entirely undecided whether they wanted joint rates or not. Mr. Lichty, of Waterloo, was here, and took the ground that he didn't want the joint rate as a jobbing grocery house, and if an experiment is to be tried we certainly very strenuously insist that it be tried on certain specific commodities, and commodities that need a wider market, rather than upon those that each community that deals in them can furnish its own territory with equal facility with any other community. Take the item of brick and tile; take coal, that is only purchased in one part of the state; take articles like wagons, that are manufactured from raw materials that come from outside of the state; there is an argument to be used.

MR. EATON: What do you say to saddlery or hardware?

MR. DAVIS: I should say that saddlery and hardware should come under the same category as drugs and groceries, because we don't produce any of it in Iowa. We have no iron here in Iowa. We have got to bring it from a distant point. It comes outside, and the different jobbing centers can practically lay the hardware down as cheap as their rivals can.

MR. EATON: Saddlery needs a very much wider territory to do business in than groceries. Would you make any distinction between them?

MR. DAVIS: I would not in the first instance, because you can get those supplies at about the same rate from outside the state, and if you are going to try an experiment it ought to be in a limited way so that if it is disastrous the disaster will be limited.

MR. EATON: What would you say about butter tubs?

MR. DAVIS: I would say that butter tubs are an article—there are probably very few butter tub factories in Iowa. The same way in regard to sugar factories. Waverly has its sugar factory, probably the only one in the state.

MR. EATON: There are a great many butter tub factories in the state.

MR. DAVIS: I could not tell you about butter tubs, because I am not posted; but if they are a matter that are peculiar to certain communities, and they need a wider field to go in, and it does not interfere with any other community engaged in their manufacture, give butter tubs a show; but we certainly would protest against a general blanket joint rate covering all commodities the railroads are obliged to haul.

MR. EATON: I have been thinking a good deal along that line. The difficulty that has occurred to me is, how can we possibly determine how much territory each particular jobbing house ought to have, and how can we protect it?

MR. DAVIS: You can determine that by commodities, Mr. Commissioner. For instance, if you gave wagon factories a joint rate, that would not interfere with the grocers' right.

MR. KETCHUM: Suppose we make that rate a joint rate on the basis of 80 per cent, as an experiment for six months—wouldn't all these matters develop themselves?

MR. DAVIS: You mean make it on all commodities?

MR. KETCHUM: Yes.

MR. DAVIS: You would simply destroy all the business centers in Iowa. You take your Marshalltown jobber, and at the end of six months he might have lost all of his trade, or he may have taken away the trade from the Cedar Rapids jobber; and to determine whether you can make a system of joint rates apply in Iowa, it certainly is not necessary to make it cover every commodity we haul.

MR. KETCHUM: You don't get into quite as close communication with those jobbers at Marshalltown as I do on that point.

MR. DAVIS: I have no doubt, but I remember very distinctly that Mr. Letts was here before the Railroad Commission.

MR. KETCHUM: He has been represented here two or three times since then.

MR. DAVIS: When he was here we had a hearing before the Railroad Committee of the House. He very distinctly said it was a very serious matter whether the merchants needed joint rates. Of course I understand there are some communities that might be benefited, but take the state as a whole and it seems a very doubtful proposition, not only whether they are entitled to it, but whether they are asking for it.

MR. EATON: Mr. Ketchum suggests Mr. Martin.

MR. MARTIN: I don't believe I have anything to add to what I have already said before the Commission. I don't quite agree with Mr. Davis. I think the jobbers of the state are entitled to joint rates as much as manufacturers. There is one thing about the joint rates which always puzzles me. We have manufacturers over in Dubuque who are also jobbers. Take the manufacturer of shoes, he also jobs shoes. I don't see how the Commission can make one rate on the shoes he manufactures and another rate on the shoes he jobs, and so far as the joint rate settling the business conditions in the state, I don't believe that is so. I think each jobbing community is able to take care of itself. What we are looking at more than anything else, is the outside competition. Take it on the road Mr. Davis represents. We have joint rates on every point on the North-Western road except stations in Iowa. Now, why shouldn't we have joint rates to points on the North-Western in Iowa?

MR. EATON: Is the same true of all the other roads?

MR. MARTIN: Practically all the other roads in the western part of the state.

MR. EATON: Joint rate on the Illinois Central outside of the state?

MR. MARTIN: Yes, sir; I mean pretty near every road in the West.

MR. KEEPERS: These joint rates are made by the railroads.

MR. PAUL ARBENZ: I don't know that I have anything more to add to what information has been already given the Commission by our representatives, but we feel like we, as manufacturers, are entitled to a joint rate in the state of Iowa, and we feel that we could not well exclude other shippers from participating in the benefits; that it would be unfair to make a rate for one community as against another, or one individual as against another.

MR. WRIGHT: Have you ever considered how the joint rates in Iowa would reduce the revenues in Iowa?

MR. ARBENZ: I could not well figure it out, because I don't know how much joint business is done, although the statement has been made, I believe, by representatives of the road, that only from 10 to 15 per cent of the business in Iowa was joint rate.

MR. WRIGHT: I was wondering if you had any idea how much the railroads would lose by giving this concession you are asking—concession or reduction in rates; that is all it means.

MR. ARBENZ: Well, it is done in our neighbor states, and you give it to people who come in competition with us from outside the state.

MR. WRIGHT: Do you think that under the present schedule that railroads are earning an excessive amount on business terminating in Iowa?

MR. ARBENZ: Well, as I look at it, it is a matter of comparison with what is being done in other places, and by the same railroads in other states.

MR. WRIGHT: What I was after was whether or not you had any idea of how much the revenue of the railroads in Iowa would be reduced if we gave the joint rates which you ask. You ought to have that in consideration, because when you are asking us to reduce our revenues for the purpose of assisting you, you ought to have in mind something about how much we are going to lose.

MR. ARBENZ: Let me ask a question in reply to that. Have you ever considered what the shippers of Iowa are losing to the railroad companies on business, on their raw material, for instance?

MR. WRIGHT: I don't know anything about that. That is something this Commission hasn't anything to do with.

MR. ARBENZ: I admit that, but we are not getting on in rates, such favorable rates as our competitors are getting on the outside.

MR. DAVIS: Well, you are an officer of the Iowa Manufacturers Association, are you not, Mr. Arbenz?

MR. ARBENZ: Yes, sir; I am an officer of the committee.

MR. DAVIS: Have you gentlemen taken up, in asking joint rates, the first question as to the present compensation that the railroads are receiving from business which originates and terminates in Iowa? Could you say that was excessive? Second, have you made any sort of an estimate, as Mr. Wright suggested, what this joint rate would lose to the

railroads if it was put into effect, or have you simply looked at it from the needs of your own business, without considering the effect it would have on ours?

MR. ARBENZ: It has come up to us that we are not favorably situated to compete with our outside competition, and we are not getting the same rates that our competitors are in other states, nor the same territory on business originating outside of the state and coming into the state. It is a matter of comparison. I don't see how we can do otherwise.

MR. DAVIS: That is the entire basis of your demand,—is the matter of comparison with other rates, and not the effect that this demand you make upon us would have upon our business?

MR. ARBENZ: Well, not having access to your earning figures on Iowa business, it would be pretty hard for me to answer that question intelligently.

MR. DAVIS: There are two published reports filed of that every year in Iowa.

MR. ARBENZ: They should be informed before. I will put that inquiry to them.

MR. TITTEMORE: Does your association consider the profits and losses that have occurred because they have not had those rates in the past? Have they figured the amount of profit and loss if the concession is made, or was it merely a question of comparison?

MR. ARBENZ: I can speak for myself. It has been largely a question of comparison. I would rather have someone else on the committee answer the rest of it.

MR. EATON: I would like to ask Mr. Wright the same question he asks Mr. Arbenz: What would be the loss to the railroads of Iowa if we should put in a blanket joint rate of 80 per cent of the sum of two locals?

MR. WRIGHT: I don't know.

MR. EATON: Then it isn't fair to ask these gentlemen if you don't know.

MR. HAMBLIN: The railroads in Iowa would lose the same amount of money they would have to pay the other roads for carrying the business. That should be whatever you state, 25 per cent or 30 per cent or 50 per cent, whatever our division was on the joint rate with the line we gave it to; that would be our loss and it would be their gain. It would be just simply that much loss to the railroads.

MR. ARBENZ: How do you stand that loss in other places?

MR. HAMBLIN: I don't know as we have any situation in other places exactly as you have, or want to have. I didn't intend to mix up in this.

MR. TITTEMORE: I don't like to be in opposition to Mr. Hamblin, but, take our road, we might make something out of this joint rate proposition. The question of interstate joint rates—if you make a joint rate you make

it to develop and increase your business, to meet competition, and all that sort of thing. Now, it will have that effect in this state if it is not a blanket, and if we could make it on commodities, and where the necessity exists, I think there is no doubt it would be one of the best things in the world for Iowa; but when you come to the blanket proposition, no man can tell. It means a reduction to that extent, but I am not so sure of that so far as some roads are concerned.

MR. ARBENZ: I would like to ask Mr. Hamblin why our request for joint rates on our commodity was ignored. I don't mean to be impertinent at all—I don't want him to take it that way; I would just like to know, if he cares to give the reason for it. Now, we asked for joint rates on our commodity, agricultural implements.

MR. HAMBLIN: What do you mean, Ottumwa?

MR. ARBENZ: Ottumwa and points in the state.

MR. HAMBLIN: I didn't know that had been refused. I understood the Commissioners were going to consider your proposition as far as joint rates are concerned, as well as any other. I think the position that the Chicago, Burlington & Quincy has taken through all of these hearings, is that if there were any joint rates at all, it should be for the manufacture of agricultural implements, and nothing more, because there is about so much traffic that is going to be handled in the State of Iowa, of all kinds, by the Iowa people. You may distribute that if you wish to, but you can't add to the tonnage, and whatever you take from one road on a joint rate, comes from that road itself.

MR. EATON: Since the passage of this law have you ever had any applications for a joint rate on agricultural implements?

MR. HAMBLIN: Not that I know of. And another thing, it is a question whether we would ever consider it. You mean since the joint rate proposition?

MR. EATON: I mean since the passage of this law.

MR. HAMBLIN: Well, I don't believe the railroads have ever considered they had the right to do that before this joint rate was considered, because the traffic men have been told by the lawyers that any rate that they might put into effect for any distance in the State of Iowa, would apply over the whole state for the same number of miles on the same commodities. That is what we have always understood the Iowa law to be.

MR. ARBENZ: A question has been asked here which would seem to put the shippers, and particularly the Iowa Manufacturers Association, in the light of demanding something that would be unfair to the railroad companies. I don't know whether that was the intention or not, but it struck me that way, putting us in that light. It has been the policy in all of our meetings; we have tried to make it the keynote in dealing with this question, to try and be fair with the railroad companies. We don't want to put in any confiscatory rate, and our association—our committee—has never had any such thing in mind; but the reason I bring this up at this time, is that it seemed to me to leave the impression a while ago that that was what was being done by our association.

MR. DAVIS: I didn't intend it that way.

MR. WRIGHT: I asked because I understood you to base the result in favor of the 80 per cent of the sum of two locals. I just wondered whether you figured how much our loss would be under that, because we are bound to lose some.

MR. ARBENZ: We have taken the position that the increase in the amount of business done would more than make up for any reduction.

MR. WRIGHT: We can't handle any more business in Iowa than we do. The joint rates won't increase the amount of stuff we handle in Iowa. We will handle precisely the same.

MR. ARBENZ: I don't believe that is true in regard to manufactured products.

MR. HAMBLIN: What reason—for instance, if we should lose in the State of Iowa—that is, whatever we would get in here, do you think we would lose it in some other portion of the country where we serve? For instance, would Iowa buy any more implements on account of joint rates?

MR. ARBENZ: We think the demand will increase right along.

MR. HAMBLIN: That is natural, yes. You would not expect the general country to take any more implements because of joint rates in the State of Iowa, would you?

MR. ARBENZ: I don't know whether we would lose any business from outside, but I tell you it don't look right to us to see points outside the state, and much farther away from the consumer than we are, coming in on a much better comparative rate.

MR. HAMBLIN: I think that is true, but what I was getting at was this question in regard to whether the railroad company would lose or make money by joint rates in Iowa.

MR. ——: It seems this question is answered. Now, what we in the state are asking for is a fair chance with the outside. We think we are discriminated against over Kansas City and points in Missouri shipping up into Iowa. That is really the object of our coming to you and asking for a rate. We think the rate they have established is self-evident of the fact that they can ship it cheaper, and we are entitled to a cheaper rate, or a joint rate. That is what the manufacturers of the State of Iowa are suffering under now, is the man that is over the line. He ships and reaches the same destination, he comes a hundred or two hundred miles further, and he gets a less rate than we have to pay in Iowa. We think we ought to have a fair chance on a joint rate, to reach our customers and do business in the State of Iowa.

MR. ARBENZ: That brings back the point of foreign competition we spoke about a while ago.

MR. C. B. PLATT, of Van Meter Drain & Tile Works: I, for our company, have written your Commission at different times requesting that a joint rate be put into effect for tile. At that time I believe that I had in mind benefits same as a great many other shippers in the State of Iowa

had in asking this joint rate. Since your last meeting I have taken up the subject of 80 per cent, thinking probably that would be what would come before the shippers to consider; and in every instance it would work to our detriment. We cannot find a point where it would do us any good, and we find on a majority of our present territory that it will let on four or five competitors.

MR. EATON: What kind of a joint rate do you want?

MR. PLATT: Anything I could say to you here would be simply as a matter of selfishness. To ask anything in this connection would be simply a matter of selfishness. I don't want to ask anything. What our company wants is to let it stay where it is. We don't want any joint rates.

MR. EATON: You want to withdraw your application, then?

MR. PLATT: Yes, we do; but there is a little thing that I don't believe the others have considered. I have taken their distances and compared them. It has not been just simply our own case, but I have taken cases of other people whom I know to be in favor of an 80 per cent rate, where they would get more competition by that than they would gain by going into other markets. Now, the question that comes up in my mind, is this: Isn't this revolutionary entirely in the railroad business? Now, we are on a certain line of railroad and we have got a certain territory. We have invested our money on the strength of that to develop this industry. Of course we are glad to get all the territory we can get on an equal basis with somebody else, but we don't want to go into somebody's else territory to a disadvantage and let them into our territory to an advantage. Now, if we have started in the business of manufacturing on one line of railroad in the State of Iowa, we have come in there with a property that does not appear but what we consider a right to a certain territory, and the minute there is a joint rate given, it lets somebody else in there and it puts it on the basis of government ownership of railroads positively, and I used to think that was a good thing; but since this question came up I am inclined to think differently. I don't see anything in it for us, because I have figured over five or six different occasions for our commodity, and in every instance it has worked against us. Now, the tile industry of the State of Iowa is practically dependent on the northern part of the state for a large majority of its business, and I am free to say that I don't think anything in the world of the present tariff arrangement we have got. I don't believe it is good for the shipper or the manufacturer; I don't believe it is good for the manufacturing industry of Iowa at all, and I believe the best thing to do, if we could—I don't say we can, but simply my idea of it—if the railroad companies could make their own joint rates, and then the Commissioner stand between them and the shippers so they could not work any wrong to any individual shipper, we would get at the equity. That 80 per cent is going to simply knock us out of business in that line.

MR. EATON: How does it injure you?

MR. PLATT: It injures us by allowing these people at Fort Dodge, Lehigh, Mason City, Eldora and Kalo to reach a territory that they now have

to pay two locals to get onto, and by reaching it they reach it in very much less miles, and their 80 per cent falls below our one mileage rate.

MR. KETCHUM: You were not before this legislative committee last winter that passed this law, were you?

MR. PLATT: No, sir; I was not. It was just a few weeks ago that I was in favor of it. I came here the 6th of last month to ask that that be put in. I thought it was a good thing. I hadn't studied it at all.

MR. KETCHUM: You think you would rather take care of your home market and let the other fellow take care of his?

MR. PLATT: Yes, I would like to enjoy the territory and to go where I please, but I would not like to have everybody get in there on the same rate.

MR. KETCHUM: This blanket rate, 80 per cent of the sum of the two locals they speak of here, would let you into the other fellow's territory all right.

MR. PLATT: But it does not, unfortunately. There is hardly any point that we can reach in the tile-consuming territory where we can reach it as cheaply as the two or three competitors on that line.

MR. KETCHUM: You are on one single road—the Rock Island?

MR. PLATT: One single railroad; yes. That isn't a very happy condition in Iowa, but I don't still want to get out of it by jumping into a worse mess.

MR. KETCHUM: You think it would cost you more money getting into the other fellow's territory than it is worth to you?

MR. PLATT: Yes, sir.

MR. CHRIS MILLER: So far as I am concerned, I am not a bit afraid of Mason City, or any other place, to compete against our little plant that we have got up there. But I would like to see some way that we could get at 75 per cent or 80 per cent of the two hauls, so that we could get together to meet the other fellow. I enjoy to meet the other fellow. I don't like to be hemmed in at all. I enjoy to meet the other fellow. I believe competition is the life of trade.

MR. WRIGHT: The two-cent fare bill will allow you to meet the other fellow.

MR. MILLER: I generally pay full fare. The price don't bother me at all. But as this gentleman talks, I thought that from the start, that I believed that the Commissioners and the railroads, wherever we people are located, will have to look into these matters and do what is just and right; but a blanket rate for the state, I doubt that it would answer the purpose, and I doubt that it is the intention of the bill, the way I look at it, and all that I want is fair play with my neighbor railroads, and if they have roads to put in on our line, let them put them in. I have no objections to that; but I would like a fair chance to get as near a joint rate as we could to lay them on the other roads, because the distance on the Rock Island road, which I am located on, is great, you know,

to unload them by, and if I can unload them nearer home that is what we manufacture for in different parts. The nearer home we can have a market, the better for us. That's the way I look at it, is that I am not afraid of the joint rate. I don't withdraw, but I would just as leave have the companies fix the way as for the Commission to fix the way.

SENATOR JAMIESON: I suggest, Mr. Chairman, that the provision was that the Commission establish these joint rates on such commodities, on such kinds of freight traffic as they thought best to cover just such cases as this. Then it was brought out at the hearing that there were some jobbers who were afraid of the joint rate proposition, and it was thought possible it might work injury to them. So the Commission was given that leeway and that was the object of it, to overcome just such objections as these. If there are cases in Iowa, or commodities in Iowa, where it is going to be harmful to the interests of Iowa, either the people or the manufacturers, that the Commission would have the right to not include those communities in the joint rate proposition. Now, to us at Shenandoah, we are practically wholly manufacturers there. The 80 per cent proposition does not look right to us; and yet we are willing and glad to accept it as a compromise and an experiment. In the first place, any rate that you establish on the basis of the present Iowa distance tariff, does not look right to us at Shenandoah, because it appears to us that there are more things than the mere matter of geography. We have something else to consider besides distance. Mr. Doty here, perhaps, ships more than a million pounds of his stock powder in Iowa each year. It is not wholly the question of distance with him. It is a question of competition with Omaha and Kansas City. If you put in an 80 per cent of the two local rates, and Kansas City is still in the eastern and northeastern part of the state, will have an edge over Mr. Doty, although the haul is not so far. That does not seem right. On our nursery proposition, we ship out lots of nursery stock. The more of a market we can find for our nursery stuff, the better it is for Iowa and Shenandoah. On an 80 per cent basis we cannot reach Southeastern Iowa, as cheaply as the competition from St. Louis can. What we would like around Shenandoah and Iowa on the joint rate basis, is a scheme of territorial rates that perhaps is an impossibility under the statute of the Iowa law, but even in view of the fact that this thing won't be satisfactory to us, and evidently it is not satisfactory to the railroad, we are very willing to try, as an experiment, the 80 per cent proposition. It comes the nearest to being fair of anything we can work out of the situation now.

MR. EATON: Is the representative from Council Bluffs here?

MR. C. W. McDONALD: Our expression in the petition that we have filed with the Commission to-day, and we have joined with the Iowa manufacturers, as shippers of Council Bluffs, in the request for the 80 per cent joint tariff schedule; and our reason for that, outside of their conclusions, and as Mr. Wright put it in one of the questions, we were backed by a slight investigation of the rates prevailing in the nearby states, which are not interstate rates.

Now, I hope I won't be asked a lot of questions by a lawyer, because I am not up in the ramifications of the railway rates; but applied to Nebraska, our nearest point, the rates on shipments, either first or third class, of course it is immaterial, from Lincoln to a point on the C., St. P., M. & O., on the Nebraska side, and the rate from Lincoln to Omaha, are identical, as I remember it. The rate from Lincoln to _____ that would solve the whole thing, so that the joint would be about 65 per cent of the total, as we figure it out; and where we went into it in Wisconsin, as I remember, likewise in Illinois, it was substantially the same and I am only mentioning these things, not to get into controversy and show my ignorance, but to give you a slight reason. Now, to back that up, we have those figures, and if the Commission hasn't already gotten them, we would be glad to submit them along with our petition if it would be any advantage. There is no antagonism on the part of the Council Bluffs shippers towards the railroads, in any sense of the word. We all realize that there is an experiment in this, but we are going to believe that everybody is honestly inclined, and anything that will be fair to us we hope will be fair to the roads.

MR. EATON: We will be glad to have you submit those figures.

MR. HAMBLIN: Don't you get the same rates from Council Bluffs to Nebraska points that prevail in Omaha?

MR. McDONALD: Yes, sir; we get the same rates. Let me say one word. One of these gentlemen represents the Iowa Central and the M. & St. L., I think. Geographically we are entitled, as many of you said about these territorial lines, we are entitled to the territory in Northwestern Iowa as against Des Moines. We cannot get it because of that rate.

MR. TITTEMORE: Then there would be no more trouble in that proposition, I don't think, as between our road and the Illinois Central road into the Northwest. It would be a very sensible concession to make to you, and in the past those concessions would have been made in the State of Iowa, I am certain, if it were not for the inflexibility or rigidity of your Iowa distance tariffs.

MR. _____: I have heard that a hundred times.

MR. TITTEMORE: We would have given that rate long ago, but if we accepted our mileage pro rata, this Commission could order us to accept that on all roads.

MR. TURNER, of Fairfield: I have a few words to speak for the wagon manufacturers of Iowa. Since the last meeting here I have been in correspondence with some of them; in fact, several of them signified their intention to be here, and I had letters from several saying that they could not be here, but they wanted me to talk a minute on wagon beds, and at least give the Commission here how the wagon manufacturers feel regarding their own business. You understand practically very little of the material that goes into a wagon is shipped into the state, and on the very high rates on raw material it really prevents our meeting outside competition at all under the present basis of rates, and the railroad com-

panies here have represented—have very kindly considered our case, inasmuch as they have admitted that we, as implement manufacturers and wagon manufacturers, were entitled to relief. Now, as wagon manufacturers, we have our own ideas as to what that relief should be. I said before that 80 per cent was too high. Now I would not say that on any other commodity except wagons. 80 per cent is too high on wagons. You can take 80 per cent of the sum of two locals on long distance, or covering a hundred miles or so, and then you have a very high rate, because wagons take a high rate in carload lots. Class "A" rate is too high a rate on raw material, as compared with the rates that our competitors enjoy on their raw material, and the rates they enjoy on the finished product makes the freight cost on the wagon laid down where it is sold to the dealer, higher, and consequently we have got to absorb that difference or lose it out of our own pocket, or else not compete for the business. There are about, I think, seven or eight wagon manufacturers in the State of Iowa. I would like to see twenty. I hope there will be twenty. I would rather have competition in Iowa than have it in Illinois, and I am satisfied, speaking from my own standpoint, if we can get a joint rate that we can do more business in Iowa. There is nothing to prevent us from doing more business in Iowa. Mr. Hamblin and some of the gentlemen raised a very pertinent question here, that there would not be any more wagons consumed. I agree on that point, but if it helps the wagon manufacturers of Iowa, if it increases their business, as I understand the proposition, that is what is to be considered. The people of Iowa, or the wagon manufacturers, are not particularly interested in building up wagon manufactories outside of the state, but we would like to see our own built up, and we would like to see manufacturers come West, the best market in the world. Of course, as I said before, the Iowa Manufacturers Association, of which I am a member, although I am not on the committee that is representing them here, declare for 80 per cent. I was against 80 per cent to start with. I looked upon it as affecting our business and the entire manufacturing association. I knew more about my business than I did about anybody's else business. I knew that the wagon manufacturing goods were heavy and the freight was a big item of cost, and we had to get the rate down to a reasonable basis to enable us to meet outside competition. All the wagon manufacturers I have talked with have felt that at least it ought to be as low as 70 per cent. Now, what will apply on wagons will apply on agricultural implements, will apply on buggies, and all such goods of that kind, for practically those are goods that the raw material must be shipped in. There are certain commodities made in Iowa where they dig the raw material at their door. They are not hurt by high interstate commerce rates; they are in a better state to go out and meet competition. I want to say that seven or eight wagon manufacturers instructed me by correspondence to say what I have.

MR. OSCAR GREEN, of Fort Dodge: The general attitude of the Iowa Manufacturers' Association, and their reason for desiring joint rates, was all gone over at the time that we had this bill before the legislature, and it was well threshed out there. Inasmuch as there have some questions

come up that affect that general proposition, I thought I might add a word, and that was this: The attitude of the Iowa State Manufacturers' Association is, and has been all the time, for the purpose of building up Iowa as a manufacturing state; and if it is the theory of the railroads to continue it as an agricultural state, it is, of course, very easy to understand why they would want joint rates; but if they would agree with us that we ought to try to make Iowa a manufacturing state and build up its manufacturing interests, it seems reasonable that they should agree with us that an equitable joint rate ought to be established on an equitable basis, in order that we may compete in our state with outside manufacturers; and I will answer the question that Mr. Wright asked a while ago in regard to the matter of loss to railroads. That is problematical. We don't know; but from our way of thinking, we think that you will gain in the end, because you would build up the State of Iowa in manufacturing, consequently you would increase its population. On the other hand, you would get the freight on the raw material coming in and you would get the freight on the completed product going out. Now, I am in the manufacture of shoes in Fort Dodge. We have only two or three shoe factories in the state, but we are the only factory that is located outside of the river towns, and will say, answering the question that the gentleman raised a while ago in regard to the matter of competition: I will be frank to say that I would rather see a few shoe factories in the State of Iowa than to be here alone, on the general theory that we would have a larger market for shoes. I can't understand why anyone would say that that would not increase the revenue of the railroads. I had a letter last Saturday morning from one of our customers, who complained—of course this was a minimum shipment, it did not amount to a great deal, but then we have a good many minimum shipments under a hundred pounds, and his letter ended up in this way: "Freight on Ft. Dodge is three times as much as it is from Chicago or St. Louis." Now we know that is true. It cost me 60 cents for a little shipment from there, while I could get it from St. Louis or Chicago for 21 cents. I want the railroads to understand the attitude, as it has been stated here already, that we have no antagonism whatever to the railroads. We thoroughly appreciate that it is absolutely necessary that we have the co-operation of the railroads in the upbuilding of the manufacturing industries of the state, and we cannot do it unless we do have it. Now, we have been laboring for seventeen years under a law by which we could have gotten joint rates if any of us had had the time or the money or the inclination to go through the arduous task of coming before the Commission to ask for joint rates. We all know that the probabilities are, in fact, we are quite sure, that we could have secured joint rates to any point in the State of Iowa on an 80 per cent basis, because that rate has always been considered, and really has been enacted by the previous Commission, that it was a remunerative rate and that the railroads themselves have put in operation at times. This matter is an experiment; we know it is, but our belief is that if you give it a fair test, and give it time enough so that we can make a great manufacturing state out of Iowa, that you will in the long run reap the benefit. Long before I went into the manufacturing business

I was interested in the idea of building up the state of Iowa in manufactures, and it didn't take me long to find out that the main trouble was in our freightage. Not that we wanted the railroads to haul our freight for less than they could do it, but you know we have a precedent in other states, and that thing being in the way, that is really the object of the organization of our Manufacturers' Association, and we feel that you ought to allow this matter to be tried. If you find that it is not going to work after giving it a fair trial, I don't believe you will find anyone that will be more willing to meet you than the Iowa Manufacturers' Association.

MR. C. A. STEELE: On behalf of the jobbers and manufacturers of Davenport. I am here as their representative, and they have expressed themselves, as far as I know, unanimously in favor of the 80 per cent joint rate. Now, they further think that the interstate rates that are in effect through Iowa should apply as a maximum where the short haul is included in the long haul. For instance, we have Rock Island on the opposite side of the river from us. I took that matter up to the Board, and jobbers and manufacturers have written you and have also sent you a petition. I don't feel that there is anything further to be said. I just wanted to speak for Davenport.

MR. EATON: Gentlemen, it is the purpose of this Commission at this time to adjourn until to-morrow morning at nine o'clock. At nine o'clock, for a time at least, we would like to meet the freight men of the railroads—representing the railroads, freight and traffic men—here in this room exactly at nine o'clock. I am also directed by the Commission to say that we feel it our duty to arrive at a conclusion so far as this rate hearing is concerned, and announce it to the public by to-morrow noon. I say that for the benefit of all parties. After we meet the freight and traffic men in the morning, would be glad to meet any others. I understand our time is very limited. Personally I am compelled to be absent for a couple of months; and it seems to us as though this matter ought to be concluded and finished, and announcement made, before I go away.

MR. DAVIS: You will give us an opportunity to offer some little additional evidence on the coal matter to-morrow at that time? It won't take very long.

MR. EATON: I was about to announce that we would also finish tomorrow noon the question of the revision of the coal schedule, perhaps at ten or half-past.

Here an adjournment was had at 4 p. m., June 24, 1907, until tomorrow morning at 9:00 o'clock.

June 25, 1907, continuation of hearing on the question of freight rates, before the Iowa Railway Commission, at 9:00 o'clock a. m.

MR. EATON: Gentlemen, come to order. This meeting this morning, at which the traffic men were called before the Board, was at the suggestion of the Chairman of this Board, Mr. Ketchum. I think he has some very definite ideas on the subject, and I ask him to take charge of the meeting and bring them out to suit himself.

MR. KETCHUM: I don't know that there is anything particular I want to state in this matter, further than to carry out the plan along which we were working; and I thought it would be a good plan for the traffic men now, knowing about what we have arrived at, as it was pretty plainly stated last night, to get your views of possibilities; and if there is anything that you see in the matter that is derogatory to the statement that was made here last night, I would like to have you state what you think about it. What we want to get at is to get something reasonable on this matter. There seems to be such a volume of opinion as to the rate we should put in, from all quarters of the state, which has practically blanketed the state; and the only thing to do, I think the Board is agreed, that about the only thing we could do would be to put in a rate on the basis of 80 per cent of the sum of the two locals and test it and try it for six months. Now, if any of you have any views on this subject among the traffic men, we would like to hear from you.

MR. EYMAN: Mr. Chairman, as far as the traffic men are concerned, I think we are a unit in the proposition, that if there are any joint rates promulgated, that they should at least be figured on a basis of not using less continuous mileage than twenty-five miles to start with, and that the minimum charge for the joint rate should not be less than 50 cents, and that there should in all cases on less than carload business, be a transfer charge added for the cost of transfer or cartage from one depot to the other at the transfer point. I don't know of any other suggestion.

MR. SIMMONS: Is it the idea of the Commission, when we speak of joint rates, they carry with them the joint privileges and through billing, or does it necessitate accounts being handled by the various roads?

MR. KETCHUM: Joint through billing.

MR. SIMMONS: Why wouldn't it be better to bill to the junction point and fix the transaction there?

MR. KEEPERS: What difference does that make?

MR. SIMMONS: It makes a heap of difference in our accounts.

MR. KEEPERS: The Commission can define how we should handle the freight, whether through billing or locally.

MR. KETCHUM: Well, I don't know that there would be any particular difference except in the matter of convenience. I don't see any reason why the billing could not be made all through billing, interstate and all.

MR. SIMMONS: It would require a much larger force than now.

MR. KETCHUM: Wouldn't that cause more or less of delay of the traffic?

MR. SIMMONS: I should not think so; not necessarily.

MR. KETCHUM: Referring to the transfer charges, I find we are governed a good deal—I think by large correspondence we have had from the jobbers throughout the state, and they all agreed, I think, that they would want the transfer charges absorbed in the 80 per cent; that is, a part of the basis of the 80 per cent. The transferring of goods in the State of Iowa to-day, is, in very many places, as you know, done free of any

charge. If there should be an arbitrary rate put in there, or whatever you might agree upon, that would cover very largely points in the state where they have transfer freight at this time.

MR. SIMMONS: A very large proportion of the interstate business is being subject to transfer. You take the business out of the large centers like Chicago, St. Louis, etc., to points on the other roads, the business is of sufficient volume to load the car for those roads. We load a car on the Iowa Central to Chicago, another to Grinnell, probably another to Livermore.

MR. EYMAN: I think, Mr. Ketchum, the Commission could cover that by providing for an arbiter for the transfer, where the transfer is performed by dray or by team. The condition would be entirely different under the joint rate proposition than it is under any rate proposition that we work under now. As Mr. Simmons says, the volume of business that will be transferred between the roads, will be small in volume in any certain transaction which of necessity would be transferred by team. Now, you take a shipment, for instance, if your minimum is 25 cents, the transfer cost—the minimum transfer cost—for handling a single package is ten cents, and it must be clear to the Commissioners that the line making delivery of that shipment on any 25 cents minimum, would leave to the companies nothing for handling that business. I don't believe the Commission wants to ask the railroads to handle business for nothing.

MR. KEEPERS: There isn't a point on the Illinois Central where there are joint freight houses—in other words, all this has to be hauled by wagons, and we would not get the advantage that you spoke of. As a rule they are separate. Sometimes the passenger stations are together and the freight stations are not.

MR. KETCHUM: Well, there are quite a number of points in the state where there have been some conveniences for transferring, and the shipper always looks forward in his consignments, to going by a route where he can eliminate the transfer charges. That is one of the conditions the shipper generally looks to, the route over which he can carry his goods the cheaper; and it occurred to us that where the conveniences were not already in at such points as railroads are crossing each other, that where the burden was on the railroads, that they would see to it that those matters were made cheaper. As long as the consignee pays the freight and the transfer charges, of course you would have no interest in it; therefore it never would occur to you that those things ought to be curtailed somewhat and made less, if it is possible to do it. There are places, I realize, that it can't very well be done; but there are places that it can be done, and the purpose of the 80 per cent was to cover matters of that kind. To eliminate that it might be necessary to make that 70 per cent, if they have got to pay the transfer charges. All these matters have been considered, have been figured out, and it hasn't only been done by this Board, but it has been done by a very large number of shippers in the state, and we ran onto it very quickly that the state was blanketed the first thing we knew. We first took up the matter of commodities, to see what that would be. We very soon ran into a condition of affairs,

that the whole state was blanketed. It practically is to-day, as far as those matters could come before this Board.

MR. DAVIS: I was going to suggest, Mr. Chairman, that you take the town of Luverne. There is a very little transfer business there. The stations are a mile and a half apart. If you have a small shipment and send it that way, that would make a minimum charge of 25 cents. How are you going to get from one station to the other?

MR. KETCHUM: We were called to Luverne a short time ago to fix that very thing. It is where your road crosses the M. & St. L. If there is anything that they require up there, it is to get a depot right down where you cross, to meet that very thing you speak of.

MR. DAVIS: Suppose we have a half dozen shipments, with a minimum charge of 25 cents. Would the law compel us to put in a joint depot to make the transfer? Take that transfer from one station to another, it would cost us probably 25 cents a package, because there is only occasionally a package. The law certainly would not require us to haul a package a number of miles and then pay as much transfer charge as we get for the whole shipment.

MR. KETCHUM: Well, there are a great many cases of that kind, I realize that.

MR. TITTEMORE: Can't the transfer rates be eliminated altogether? Junctions where we have no ordinary legitimate facilities for doing the business?

MR. SIMMONS: The minimum rate is 2 cents a hundred; that is the minimum. A large portion of the rate you have in the transfers is fourth class. Now, you take fifty miles; it leaves a minimum charge of 3 cents a hundred, equivalent to 20 per cent of that rate; and take it a hundred miles, the rate would be 22 cents, that would be 17.6 and 25 per cent, there in those cases.

MR. KETCHUM: I don't think the volume of business would amount to anything to parley over, yet it is one of the conditions that brings us up to the 20 per cent. I don't look upon this joint rate and transfer charge—the whole business, I don't think it cuts much of a figure.

MR. WRIGHT: It cuts a good deal of figure with the railroads for a year.

MR. KETCHUM: By experimenting with it, Mr. Wright, for six months, you could very easily see what that would amount to.

MR. WRIGHT: While we are holding the bag we are paying for the shipment, and we are reducing our revenue anyway.

MR. KETCHUM: Well, it was to collect up these ideas we wanted to call your attention to it and see what you thought.

MR. WRIGHT: If you make a minimum charge the same as the interstate minimum charge, I think there will be no complaint.

MR. KETCHUM: I would think well of that if we make that 25 cents minimum charge. If the interstate rate is raised to 50 cents—I think

we could raise that 50 cents all right—make it the same as the interstate. There is no such thing as transfer charge on interstate business.

MR. WRIGHT: I can explain the reason for that, why we absorb the transfer charge on interstate shipments, because it comes in such quantities that it is transferred by carloads. You get a much larger proportion out of it.

MR. KETCHUM: It may start that way, Mr. Wright, but it doesn't end up that way at the transfer point we are discussing.

MR. SIMMONS: There are a great many points where we haven't got carload connection.

MR. KETCHUM: Well, you all have your connection with your several railroads, so that it brings your freight practically to the same point at the same rate within the state. Take a consignment over the Burlington and go to Dubuque, and over the Iowa Central to Ackley and Marshalltown, the freight is just the same as if the Northwestern took it.

MR. SIMMONS: I don't think we have direct connection at Mason City,

MR. KETCHUM: As far as the interstate business is concerned, but then, we are not in the interstate business; only it leads us up to recognize some of the matters that are handled along the Interstate lines, and our attention is quite quickly called to it—the fact that these things are in existence through the handling of the interstate business.

MR. SIMMONS: Take the case of Mason City. That would arrange the rate for Fort Dodge, but it would not for Mason City. We have a great many similar cases.

MR. KETCHUM: Are there any other objections?

MR. HAMBLIN: I would like to inquire in regard to whether there will be any instructions or stipulations in regard to the time. What I mean by that, is, I understood you to say it would be an experimental order. Will the order specify any of the conditions?

MR. PALMER: What's that?

MR. HAMBLIN: As I understand, there is an experimental order that you are going to issue. There should be some conditions, that the shippers and railroads may know what will be expected of them in case the order should stand or fall. There certainly ought to be some conditions so that we would not have to go over the whole situation again in this matter. You ought to specify the conditions so that after your six months are up we will know whether it is to stand or whether it is to go, without taking all your time in going over this whole matter again.

MR. KETCHUM: My view of that matter would be, if it is in experiment six months, we would expect you to come forward and show us whether you are making any money or losing any money. If you can't make any money at it, we would not want to keep the rate in.

MR. HAMBLIN: The railroads would be in suspense then.

MR. TITTEMORE: I am going to put in a set of blanks, so that I am going to know each month the amount of business this 80 per cent affects. I am going to know how it affects our business each month, but I don't believe I could say to you, if we lost money one month, that it could be used as a criterion. At the end of six months we could find out, or before, if we find out that the order of the Commission is losing us more money than we had any reason to anticipate that it would, we are going to come right in here with facts and figures and ask you to stop it. We will be right here to ask you to rescind the order, if it injures us to such an extent as to cause us to believe it is going to injure the property.

MR. HAMBLIN: I don't think we ought to be kept in suspense in this matter. The Commissioners are putting this in as a matter of compromise, and we ought to know what it is expected to accomplish in the meantime, and if it does not accomplish what the Board thinks it should, it ought to be cancelled at once, without any asking on our part to have it done.

MR. TITTEMORE: The Commissioners are not going to be able to determine that. If the Commission injures us, I have no doubt they would be the first people that would want to know it, but they would want the facts so they could determine this matter. We must, therefore, be on the defensive.

MR. HAMBLIN: What we are expected to do in the meantime is to find out whether we are injured or not. We want to know what kind of reports they want us to keep, and everything of that kind, so that when the six months are up we will know whether it is to be continued or extended, or whether it is going to be wiped out.

MR. KETCHUM: You will have to present the figures, and if you can't make any money on the order we put in, I think it will be up to us to change it.

MR. HAMBLIN: My idea is, when a person is doing something to experiment, that they have some definite idea in regard to what will be accomplished by that experiment. Now, the railroad companies ought to know what the experiment is to be and how long it is to continue, and what the conditions are under which it is to be made.

MR. KETCHUM: The experiment would simply grow out of the volume of your business, and you conduct your business just as you do now, on the basis of 80 per cent of the two locals. When we come to the end of the six months, if there is no money in it for you, I think it will be up to us to change it.

MR. TITTEMORE: The railroad men ought to understand each other. If an order comes from this Commission, as I understand it, it is not experimental. It is an order issued under the law. It may be experimental so far as we are concerned—they may have taken that into consideration so far as their judgment is concerned, but in the end, if it does hurt us, we have got to prove it here before this Commission.

MR. HAMBLIN: I don't understand that it is an experiment that we have to come in in six months and prove.

MR. WRIGHT: Do you object to coming out here to Iowa?

MR. HAMBLIN: I don't object to coming out here—it is a nice pleasant place, but I always get the worst of it financially; but what I think we ought to do, Mr. Chairman, without any joking at all, the railroads ought to know what they are up against. If it is an order for six months, with certain conditions after that, why we ought to know it, and we ought to know what the conditions are.

MR. EATON: It seems to me, gentlemen, something like this: Everybody is agreed that it is a difficult proposition to put in the joint rate on our inflexible Iowa distance tariff. Nobody seems to know about how it is going to work. We can't determine that. We must experiment, and we call this order that we make now, we call it an experimental order, and yet it is absolute and complete as though we didn't give you our confidence and say that we want to ourselves experiment for six months. That order will stand. It will always stand unless it is changed. It seems to me it is fair to the Commission, it is just to you and eminently fair to the shippers of Iowa, that at the end of about six months—I would not say to-day—at the end of about six months, if it seems to be considered a fair test and time to test it, that we ask the railroads or their representatives, or some of them, to bring up their figures and show us just how this has worked during that six months. At the same time, we ask the shippers to come back to us, through their representatives or their organizations, and say how it worked with them; whether they are satisfied; whether, in their judgment it is right; and when that time comes, we will have a great deal more information than we have to-day. It may not be low enough. Figures and everything may show that it ought to be lowered to 70 per cent. On the contrary, the figures may show that it is too low; that it ought to be raised to 85, or to 90, or 95 per cent. We can't tell about it. We are not supposed to know. We never can know until we get the information based on actual experience. At the end of six months this Commission will want to know the actual experience of everybody that had anything to do with this joint rate. Doesn't that answer your question, Mr. Hamblin?

MR. HAMBLIN: Not quite. Of course, the way you put it, if the shippers come in and show they were not doing enough, you might feel under some obligations to make it lower.

MR. EATON: We certainly would if your experience, and the experience of the shippers, demonstrated to our mind that it ought to be lower, we would lower it or raise it.

MR. HAMBLIN: If the shippers should not accomplish, under the order you are to issue, quite as much on joint rates as they anticipate, and come in and ask for a lower rate, of course your remarks would indicate that you had to accomplish a certain thing, and that was, to satisfy the shippers on the joint rates until they could be satisfied themselves.

MR. EATON: I don't mean to be understood in that way at all. What we want is to do right and test the thing. We know now that a good many of the shippers in Iowa will not be satisfied. It won't accomplish what they think it will.

MR. HAMBLIN: Of course, if you have to keep on working on the joint rates until you accomplish what these gentlemen expect to accomplish—

MR. EATON: That isn't the law. We are not to put in the joint rate to do what people expect. We are to put in a joint rate that is fair and reasonable.

MR. HAMBLIN: If six months should demonstrate that the traffic had not increased on the joint rate to any great extent, from your talk now, you would feel under some obligations to lower it.

MR. EATON: We will take that into consideration.

MR. HAMBLIN: The reason I think the Commission ought to do something definite, of course the railroads are as much a part of the State of Iowa as the shippers. They pay their portion of all their expenses and should have the same consideration that the shippers have in matters of this kind, and for that reason there ought to be something definite in regard to it. Now, what would be right and fair to my notion, would be, after the six months, if the shippers had not demonstrated their ability to increase their traffic to quite an extent under the order which you are about to issue, then the matter ought to stop, and we ought to go back to the straight rates—maximum rates—otherwise you would be working for the shippers all of the time, notwithstanding the railroads are a very large part of the state and should be taken into consideration as well. Now, an experimental order ought to accomplish in six months what you are trying to accomplish, or they ought to revert to the conditions under which the order was issued in the first place. It ought not to be a downward matter on one side all of the time if that one side don't accomplish what they expect to accomplish with the present order.

MR. EATON: Suppose at the end of that six months your figures show you have made a fair and reasonable compensation for your work; that, in fact, it had been of general benefit to the people of Iowa, even if it had not increased as expected; don't you think that ought to be taken into consideration, too?

MR. HAMBLIN: I believe, and I think all of the carriers agree, that the order as it will be issued, will be very detrimental to the carriers. I don't think it will accomplish what the shippers expect, but it will be detrimental to the carriers because it will be reducing the maximum rate under which we are working, to the extent of what the order is, and to the extent of what we have to pay out for transfers at our connections. It will be reducing the maximum rates that the railroads have protested against, and which they adopted as an experiment which has been going on for about seventeen years.

MR. EATON: Would you prefer to have the Commission take out the whole question of experiment, and simple put in the rates arbitrarily?

MR. HAMBLIN: No, sir; I would not. I believe that the Commission will do what they think is fair as between the carriers and the shippers, and an experiment of that kind will be very much better than an arbitrary rate with no experiment at all. I think the experiment, though, ought to have some limitations to it.

MR. WRIGHT: You don't think that they are saying that they are going to issue an order for an experiment for six months, do you?

MR. HAMBLIN: I don't care much whether they say that in their order. What these gentlemen say is as good as a written order so long as they stay on the Commission.

MR. WRIGHT: The state provides that within ten days after the promulgation of an order, notice should be given. I think that means the promulgation is by the notice, not by the decision which you make to-day. I want to suggest, in view of the great change made, that the notice should not be sent out. The ten days should not commence to run until some later date.

MR. EATON: How much time do you need, Mr. Wright?

MR. WRIGHT: I don't know, but I spoke of it because the statute gives a very short time. August 1st—it ought not to be made before that time.

MR. EATON: How much time do you need?

MR. KEEFERS: If you could make it August 1st, Mr. Chairman, I think it ought to be done, because we have so much to do now.

MR. KETCHUM: Make it at what time?

MR. KEEFERS: August 1st. I want to say in connection with what Mr. Hamblin said just now about raising this, about lowering or raising this percentage. I don't understand the Commission has at all committed itself to this percentage of rates necessarily, if there is some other way found to accomplish what is desired. I haven't heard them say so, and I think I am right in assuming they are not. The idea is now for the six months to try 80 per cent as a basis. If at that time, or before that time, you conclude that isn't the right way to make those rates, and that it is inequitable, they will be willing to consider some other basis, or perhaps the railroads may recommend something else. The shippers may agree to it, and you will have no objection to it. Of course, we understand, I think—most of us—that we have got to have joint rates here while the statute is in effect. I would like to say one thing more, Mr. Chairman, and that is, if you feel that you can do it, if you will make these rates not as a distance tariff on a basis of 80 per cent, but let a scale be worked up in groups, and have no joint rate for less than twenty-five miles; it is a very low rate anyway, for twenty-five, seventy-five, or a hundred—or something like that—and anything within those distances to take the rate for the higher distance. It would be simpler and easier to work out.

MR. TITTEMORE: I just want to say one word. If these hearings that we have had do not educate the railroad men as well as the people, the shippers of the State of Iowa, and the Commission, the hearing has been futile. A blanket rate is not going to accomplish the purpose that the shippers of Iowa expect, of course. We know that. Some of them that thought it would when they first talked with me, are entirely satisfied now that it will not, and they are beginning to see a light in the way of getting out of it. They begin to feel like they would like to see a change—some change in the long and short haul clause, and all that sort of thing,

and I believe the experiment is more in that line than in any other line—the line of education—and we can't have the education without we get some facts and those facts should develop in six months. It may be a costly experiment, so costly that we may ask to have you cancel your order earlier, or change it, or revise it. That is the way I understand it—an experimental order.

MR. WATSON: Mr. Chairman and Gentlemen: We have said very little with reference to this joint rate bill and the disposition of it before the Commission. We feel very much as the traffic men of the other lines feel, that any method of establishing joint rates in Iowa under the peculiar conditions is an experiment; but what we do believe, is that the people of Iowa are beginning to awaken to the conditions which confront them in this state in its development as an industrial state. We believe that six months' experiment of the joint rates in Iowa will show to the industries of Iowa—will show to the shipping interests of Iowa—that the establishment of joint rates, on whatever basis, will completely revolutionize their methods of sales, especially so with the jobbing centers, and that they are going to be educated to a point where a campaign of education is going to be started among the people of Iowa for changes in the maximum distance tariff in the State of Iowa and other sections on your code book to-day. We believe that the maximum distance tariff to-day is too low as a straight haul. We therefore cannot help but believe that any basis for joint rates under the sum of the two locals is still more unreasonable. But in the effort to assist the Railroad Commission of Iowa to meet the will of the people and carry out what has been set for them to do by the legislature in its last session, the Great Western Railroad is willing to try, as a six months' experiment, on a basis of joint rates of 80 per cent of the sum of the two locals. We are perfectly willing in this experiment that this 80 per cent of the sum of the two locals shall include the transfer charges. We further ask, though, that the minimum charge in Iowa be made the same as it is on the interstate shipments. But I don't mind stating now that the minimum on interstate shipments is going to be fixed at a higher basis than it now is, because we have found to a certainty that on a 25 cents minimum that the railroads are handling business for less—for nothing—in fact, in many instances we are paying out five and ten cents more than we actually earn on the transportation of the commodity of the shipper.

We also ask that where 80 per cent of the sum of the two locals makes a less rate than continuous mileage, that the continuous mileage be fixed as the minimum fixed or joint rate.

MR. WRIGHT: I want the records to show that so far as the Rock Island is concerned, we have been trying to assist the Commission to arrive at joint rates. We do not want to be understood in any sense as consenting to an order of this character, but as protesting against an order fixing the joint rate to 80 per cent of the sum of two locals.

MR. DAVIS: Let the records show that the Chicago and North-Western join in the same protest.

MR. _____: Let the records show the same as regards the Illinois Central.

MR. ELLIS: I would like to have the records show that the Chicago, Milwaukee & St. Paul Railway enters its protest against the establishment of joint rates on any other basis than the sum of the two locals, plus a transfer charge which shall not be reasonable compensation for the transfer, or to any joint rate order which would compel it to deliver its equipment to a connecting carrier, or receive the equipment of a connecting carrier, inasmuch as it is not a common carrier of cars.

MR. EATON: I suppose, not to cumber up the records, that the record might show this order, when it is made, will be against the protests of all railroads not consenting to it. That will save each railroad making a record of it.

MR. HAMBLIN: My record, as I understand it, is perfectly clear all through the hearing.

MR. KETCHUM: The Commission has no doubt of it, Mr. Hamblin.

MR. EATON: I want to make a personal statement for myself—it won't bind anybody else—in reply to Mr. Keepers. I don't wish to be understood as being committed to this theory at all. I don't believe in it. I don't believe it is the right theory. I believe there is only one scientific theory, and that is based upon the continuous mileage—either an arbitrary amount added to it, or a graduated scale; but I consent to personally, with the other members of the Commission, establishing this as an experiment, because the representatives of the railroads generally believe that that is the better way—will do the least harm to the railroads, the most benefit to the people, and also because it seems to be satisfactory to the shippers generally. I don't want to be understood as being committed permanently or personally to this, or any other theory. I want to call your attention to a part of this law under which we are acting, which, just a moment or two ago, impressed me after listening to the statements in regard to transfer charges. It is as follows:

In establishing such rates for shipments in less than carload lots, in cases where, at the connecting point or points in the line of shipment, the connecting railways have not, and are not required to have, a common station or stopping place for loading or unloading freight, the Board shall make such lawful regulation as in its judgment will be fair and just, respecting the transportation of such freight from the usual unloading place of one railway to the usual loading place of the other.

I am very much inclined to think personally that that is mandatory upon the Commission. Now, notwithstanding that, the Board is unanimous upon the theory that it does not propose to give away to the railroads anything that it now has. Where there are stations where to-day there is no transfer charge, it is quite likely that this Board will find some means of promulgating an order that you don't get transfer charges afterwards; that is, if you don't have a transfer charge now, you ought not to have it afterwards. There isn't any reason for it, and the transfer charge ought, of course, to be based upon the actual cost. There ought not to be any profit in it. It seems to me that possibly the Board might ask for definite information, or gather it from their own tariff sheets, as to the actual cost of transferring at the different points, and make an order

to cover specific cases, so far as the transfer is concerned. I would not say without looking it up further. I am quite sure it can be worked out fairly and justly.

MR. SIMMONS: We publish such a schedule.

MR. KEEPERS: We always have.

MR. KETCHUM: What we have reference to in that case is, there are a great many points on all these roads where there are no transfer charges now, and such as Mr. Davis referred to, that would be another matter.

MR. KEEPERS: And we have always endeavored to get the charge as low as possible because it has to be paid. In some places they are too high now. Perhaps they might be made a little lower. It depends largely upon the length of service and the quantity that is being transferred.

MR. EATON: I think we are all agreed that the order will not be completed at this time except as to carload lots. The transfer charge is to be absorbed, but as to less than carload lots, under this statute the Commission will hold that matter in abeyance until it can, in its own office, and by correspondence, ascertain the exact conditions; and then a little later, perhaps by the time the order is final—takes effect—they could by that time make a complete order as to transfer charges in less than carload lots. I think we ought to have it from every railroad. We have to have that. We will have to get it ourselves or have you do it.

MR. EYMAN: We have been notified, Mr. Eaton, that at some of the points in Iowa the transfer men intend to ask for an increase in the cost of their transfer; for instance, here at Des Moines where we have been paying 3 cents for the transfer, they have given us notice that they intend to make that charge 5 cents.

MR. KETCHUM: What is to prevent you from doing this transferring in Des Moines yourselves?

MR. EYMAN: We have no facilities. We could not run a car, Mr. Ketchum, with ten, fifteen, twenty pounds of freight, or a hundred pounds of freight, or five hundred pounds of freight. If the stuff could be accumulated in your freight house a week or ten days until such time as you would have a reasonable amount to transfer by car, you could do it.

MR. KETCHUM: If you load a car at your freight house each day, which is switched over to the Rock Island—

MR. EYMAN: We would not have enough to warrant doing that. Under present conditions we would not have. Then there would be the intermittent belt line charge. That could be done on, say, ten or twelve thousand pounds of freight, could be handled as a carload, and the belt line would have to be absorbed before delivering. There is no direct connection with any of the other lines, so far as we are concerned in Des Moines. Mr. Berry tells me that the transfer—our Des Moines representative advises me that we have a transfer here at Des Moines at the present time of about twenty thousand pounds per month. That doesn't all go to one freight house or one road, but it goes to all of the freight houses and covers the

entire transfer for the month. Divide that between twenty-four, then, and see what the tonnage would be for each road for each day. It would be impossible to handle that in the cars.

MR. EATON: We are unanimously of the opinion that it can be worked out under this law, that this transfer charge in less than carload lots will have to be adapted to particular points, because the expense of transfer differs at different points. As suggested by Colonel Palmer, a mile and a half to transfer by team is a vastly different thing from drawing it two blocks or a block, and it seems to us we will have to work that out here; but the purpose of what we intend to do, or try to do, will be to strictly comply with this law and make it fair and just, and that fairness and justice will be what would pay the actual cost, so that you lose nothing by it. I think under this law that is what we shall have to do.

MR. KEEPERS: Distance alone would not fix that absolutely, Mr. Eaton, because you will have, instead of large towns, with more or less paved streets—most of them paved street—which is much better than a mile and a half from a little station in the country. I am thinking of the C., M. & St. Paul at Delaware. I think that is about a mile and a half—we have to do some transferring there.

MR. EATON: That is a different thing from Waterloo.

MR. KEEPERS: Yes, sir; not only the distance, but the bad roads at times, and the small amount of business, and of course the transfer men charge more for it.

MR. KETCHUM: Referring to this minimum of 25 cents a mile which some of the locals have, fifteen and ten—

MR. KEEPERS: It might be seven and nine. If you make twenty-five miles for the lowest group, and then the next group, say fifty miles,—in other words, making blocks twenty-five miles apart instead of five and ten. It is on the principle of the zone rate and is adopted all over the state.

MR. KETCHUM: Mr. Smith, you are interested in the Interurban. What effect does it have on your line, making twenty-five miles minimum? Take the locals of your line to Cedar Rapids, Rock Island and Iowa City?

MR. SMITH: Twenty-five miles minimum? You mean the transfer charge? I was not listening to the discussion. Why, it couldn't be anything but beneficial to the Interurban Railroad under the present circumstances, in my judgment.

MR. KETCHUM: Would it affect you?

MR. SMITH: I think probably it would increase the volume of our business.

MR. KETCHUM: Well, the minimum twenty-five miles, subject to two locals, would be satisfactory to interurban railroads?

MR. SMITH: For our own railroad, yes.

MR. EATON: As I understand, gentlemen, it simply means that the joint rates will not apply on a mileage less than twenty-five miles where two roads join.

MR. SMITH: Of course, that would affect some of the points on our line.

MR. KEEPERS: It would not work out that way.

MR. SMITH: As I understand the proposition, it would do this: If a shipment was made from a point on our line, say ten miles from Cedar Rapids distant to some point, say to a point on some other railroad, that shipper, under that ruling, would not be entitled to the joint rate. The shipper located on a line more remote from the terminal would get the benefit of the joint rate. I should suppose that that shipper would have a complaint.

MR. EYMAN: That has reference to the minimum of twenty-five miles.

MR. SMITH: I misunderstood it. I didn't think it was anything but reasonable. I thought that the proposition would involve discrimination as between localities.

MR. KETCHUM: Mr. Johnson, of another interurban line, is here. I would like to ask him about the same question; what effect the twenty-five mile minimum would have on his road in connection with other lines.

MR. JOHNSON: As I understood it first, it would be twenty-five miles at its originating point on our line. Now, as Mr. Ketchum has explained to me, it would be taking the twenty-five miles as a whole connected with both lines; that is, ten miles on our line and twenty-five on another, which would be continuous.

MR. KETCHUM: Nothing less than that would take twenty-five mile business?

MR. JOHNSON: As I understood it at first, if the originating point was twenty-five miles, on our line, before we could adopt this rate, it would practically cut us out of business. All of our connections are within twenty-five miles.

MR. EYMAN: It is making the joint rate twenty-five miles.

MR. KETCHUM: And 25 cents would be five on yours and ten on others.

MR. KEEPERS: There is no case, Mr. Chairman, where, under that combination, any road would make less than twenty-five miles.

MR. EATON: Here are some gentlemen from the city of Des Moines that are somewhat belated, but want to be heard. It is the custom of this Board, as I understand it, to hear everybody. It is suggested that Mr. Hurley be called upon. We shall be glad to hear from you, Mr. Hurley.

MR. HURLEY: Des Moines has been heard on this proposition through Mr. Wiley. Mr. Wiley represents the Des Moines jobbers, who are associated under the name of the "Greater Des Moines Committee." We think we have been ably represented, but possibly we have been remiss in not coming before the Commission in a body. The joint rate, as we understand the Commission intend to put in on an 80 per cent basis, will be very detrimental to the interests of Des Moines. While we all look at the matter from a selfish standpoint, and I think every other point in the state looks

at it from the same standpoint, there are things to consider from both sides, and there is one point that I wish to place before the Commission, and that is this:

Des Moines, in years gone by, was not known as a jobbing center. The jobbing business was done mostly in Chicago and the Mississippi River points. The Mississippi River points have had the advantage on incoming freight for years and they have today. For instance, on steel products they pay 23 cents under present schedule from Pittsburg and we pay 34 1-2, a differential of 11 1-2 cents. When we go north or south we have an advantage in what we call our home territory, on account of the Mississippi River jobbers having two local rates of freight to pay. Under the present basis of doing business, the Mississippi River people absorb one local freight rate, and we do the same when we go into their territory. Now, under the present basis of freights in, if an 80 per cent basis is put in at the present time, when we work north in our own home territory, instead of the Mississippi River points being forced to equalize with Des Moines, we will be forced to equalize with the Mississippi points in our own home territory. Mississippi River points have always had the advantage on incoming freight on every commodity, and we have always felt ourselves seriously handicapped; and it is simply through extraordinary effort in building up our business that we have succeeded as well as we have. We realize, that owing to the passing of the law at the recent legislature, that something is going to be done in the way of joint rates; but we believe that the joint rate on an 80 per cent basis is not fair to us and gives the Mississippi River points a still greater advantage than the one they already have, taking it from the standpoint of the smaller towns that are not located on the Mississippi River. If, when the different jobbing houses in Des Moines had started to organize their business, they had looked at the matter of establishing the business on the smallest expense account possible, they would have established themselves in Fort Dodge or Oskaloosa, or some other smaller point, where the expense of doing business was not a great as it is here. The ground rental, help, and everything else that is taken into consideration, the expense of doing business is greater in Des Moines than it is at any other point in the state. When we organized we took all those things into consideration, and we established ourselves at a point that we thought was located for the best advantage from a geographical standpoint. Now, if, after we have made our investment of hundreds of thousands of dollars, if, by the law, the people that are located at other points who have established themselves where they can do business at a less cost, can come and ask the state to reverse things and put into effect a law that will handicap us still further, I can't see the justice of it.

MR. EATON: What sort of a joint rate would you suggest, Mr. Hurley?

MR. HURLEY: We were under the impression, from what has been said from one source or another,—I don't know whether the information is correct—that a sliding scale of 140 per cent basis, was to be put into effect. Now, that will not harm us to such an extent on class rates. I understand it will harm the manufacturer because of the rates that apply on manufactured products; but on merchandise rates the 140 per cent

basis would not hurt us. It would hurt us somewhat, but we can stand it.

MR. EATON: You say 140 per cent basis. What do you mean by that?

MR. HURLEY: I mean the full rate for a given distance, plus 40 per cent, whether it is over two roads or three roads.

MR. EATON: An arbitrary 40 per cent added to the continuous mileage?

MR. HURLEY: Added to the continuous mileage. That will reduce the present rate a few cents.

MR. EATON: Both on the long and short haul?

MR. HURLEY: Yes.

MR. EATON: On all distances?

MR. HURLEY: According to my understanding, there was a sliding scale from 140 down to, say, 105 per cent.

MR. KETCHUM: Wouldn't that make the joint rate less than the long line rate?

MR. HURLEY: No, sir; I don't think so. The 80 per cent will. You take an 80 per cent rate and that will reduce the present mileage rate on the long haul.

MR. KETCHUM: You would have to get out some distance to do that.

MR. HURLEY: Yes, but when you go that distance—there are people that go that distance, Mr. Ketchum.

MR. KETCHUM: That would be pretty near to Council Bluffs.

MR. HURLEY: Yes, it reduces it about 5 cents from Burlington to Sioux City.

MR. EATON: We can't reduce it so that it is less than the present mileage schedule. Up to the point where they come together, or where there might be a reduction, the Commission would be compelled to make an exception, providing that in a case of that kind continuous mileage should be used between the two points; nothing less than that.

MR. HURLEY: Do you feel that it is a just proposition that a rate should be put into effect that forces the jobber doing business in his home territory to equalize with the outside jobber?

MR. EATON: I don't get the question.

MR. HURLEY: Do you think it is just to put into effect a joint rate that forces the jobber in his home territory to equalize with outside people?

MR. EATON: I will ask any gentleman present to answer that. I will ask some representative of Fort Dodge, if he is present, to answer that question. Ask it again.

MR. HURLEY: Is it just to the jobber doing business in his home territory to have a joint rate put in that will force the jobber in his home territory to equalize with outside people?

MR. GREEN: I would answer that question, Mr. Hurley, by asking by what right does any locality claim territory? In the first place, it isn't my province, nor anyone else's—the Commission is supposed to represent the entire state, and by what right does any locality claim the territory?

MR. HURLEY: From geographical location, Mr. Green. If you ask the state to relieve you on a certain rate situation, then the rate situation should be relieved by the state on a situation that is much more serious, and that is the rate into the interior from the East.

MR. GREEN: What have you to say, Mr. Hurley, on the differential discrimination rate between Des Moines and Fort Dodge?

MR. HURLEY: From the East?

MR. GREEN: Yes.

MR. HURLEY: That was reduced to practically the same basis on the Minneapolis & Saint Louis sometime ago.

MR. GREEN: We are discriminated against. You get a rate of 50 cents from Chicago and we have to pay 54 cents.

MR. HURLEY: Des Moines is perfectly willing that that should be corrected.

MR. GREEN: It is not corrected and we are discriminated against in that particular, so that that answers your argument to what you put out, as claiming that the joint rate will injure you. What right has any locality in the State of Iowa to claim any territory in the state as against any other territory?

MR. HURLEY: Simply this, Mr. Green; that the State of Iowa, owing to laws that they have put into effect, is responsible for certain rates that are in effect in the State of Iowa from the East today.

MR. EATON: The answer to that question was turned over to the gentleman from Fort Dodge to emphasize the difficulties of this Commission more than anything else. Fort Dodge representatives come down here and they ask for relief, and we have those conditions all over Iowa; and I wanted to impress on you at least some of the difficulties and troubles:

MR. HURLEY: I appreciate you have a very difficult problem to handle.

MR. KETCHUM: Do you consider Fort Dodge a competitor of yours in the hardware business?

MR. HURLEY: Well, I'll tell you. There are some very nice people in Fort Dodge, and we haven't anything to say against them; but it is not a large house and they are not strong competitors. It is a retail and a wholesale house. It is not strictly a jobbing house.

MR. EATON: For instance, Council Bluffs, Sioux City, Fort Dodge, Dubuque, Marshalltown, and the representative from Mason City, are all asking for a joint rate. In fact, Des Moines is not asking for a joint rate,

Waterloo is not asking it, Cedar Rapids hasn't been here at all. What ought we to do? Can we discriminate between towns in that way?

MR. HURLEY: Here is the whole proposition, as I look at the matter. These people have looked at smaller points where they had a fewer number of roads, and they have made their investment there, and the majority of them have done well, and the majority of them have done better than they expected. Now they see a chance, by getting the state legislature to enact a law, to give them an advantage they never had and never expected to get until the present day. They never expected to get it when they started in business and made their investment. We have already made our investment. They are coming in and asking to be placed on a parity with us. When they started in business there they never expected to get a joint rate.

MR. EATON: Do you know of any way by which we can single out and help you and at the same time help Fort Dodge?

MR. HURLEY: Mr. Green is a manufacturer. He would not look at any proposition from a jobber's standpoint. Of course, he may represent jobbers—I don't know—but the jobber and manufacturer don't usually look at a proposition altogether from the same standpoint. The only reason that Fort Dodge and Council Bluffs, Burlington, Davenport and Dubuque, would want a joint rate, is because they have not the number of roads that Des Moines has, and they want to be placed on a parity if they can get there.

MR. EATON: They want to increase their business and build up their town.

MR. HURLEY: Is there any reason why they should be allowed to increase their business and build up their town to the detriment of certain localities that have always had those advantages?

MR. EATON: If we make the same law governing Des Moines that we do Fort Dodge, we don't discriminate in the law; how can we?

MR. HURLEY: I believe a rate basis should be established from a just standpoint, and I believe that is what the Commission is trying to do. It is simply a question as to what basis is a just basis for everybody concerned. I believe when the other cities ask for an 80 per cent basis they are asking for more than they are entitled to.

MR. KETCHUM: Mr. Hurley, would you be in favor of taking out the joint rates entirely?

MR. HURLEY: No, sir. Just for a continuous mileage over all the roads in the state?

MR. KETCHUM: Yes, sir.

MR. HURLEY: No, sir; I would not.

MR. EATON: What would there be unfair about that?

MR. HURLEY: What is the difference between that and the joint rate? That practically places every city in the state on the same basis.

MR. EATON: Aren't we here for that purpose?

MR. HURLEY: I don't know. I don't think it is a just proposition. There is another point to look at. I am not a railroad man, and I don't talk in favor of the railroads, but I believe the Commission should consider the proposition as well from the railroad companies' standpoint. You can hardly ask the railroads to haul and transfer over two or three roads on a minimum charge of twenty-five or fifty cents, where the charge would naturally be sixty to seventy-five or more. We all know under the present arrangement we have, where we have shipped goods over two roads, we have a charge to pay for transferring. Now, somebody is obliged to absorb that charge, and the railroad companies have to do it. I am just speaking about the justness of the whole proposition from our standpoint, and the railroads, and everybody else concerned. I think the other people are asking too much. That is my idea of the proposition. I am willing to say that a joint rate is all right up to a certain point.

MR. EATON: The vast majority that have been here, including railroads, suggest a percentage of the sum of the two locals, rather than a continuous mileage basis. Do you think 80 per cent is too much of a concession?

MR. HURLEY: I do, yes.

MR. EATON: What ought it to be in your judgment?

MR. HURLEY: Well, 140 per cent basis—

MR. EATON: Well, but I am talking about the other theory. On a percentage of the two locals, what do you think would be fair about that?

MR. HURLEY: Well, 90 per cent would give the other points—would place them just that much better off than they are today, and take it where they equalize back and forth, as they do on all heavy lines, an eighty per cent basis would put us to a disadvantage, on account of the extreme freight charges from the Mississippi River to Des Moines on all incoming stuff.

MR. KETCHUM: You refer to the Mississippi River jobbers more than you do to the Missouri River jobbers. They pay a higher rate in than you do, don't they?

MR. HURLEY: That is one of the queer points of the present freight tariff. On numerous commodities and class rates Des Moines is practically on the same basis as the Missouri River, and they are one hundred and fifty miles further west.

MR. EATON: That is quite an advantage, isn't it?

MR. HURLEY: Yes, it is. You take the freight line and go on a line to the Mississippi River on an almost level line from Chicago on an Eastern route, and the minute you cross the Mississippi River it simply goes up hill until you get to Des Moines, and then it is another even line until you get to the Missouri River.

MR. EATON: Well, isn't that advantage enough for you to compete in your territory?

MR. HURLEY: No, because we are climbing hill all the way from the Mississippi River to Des Moines.

MR. EATON: How about when you are going west? You go clear into the territory of Council Bluffs, don't you?

MR. HURLEY: Yes, but we are talking about Eastern rates, and the manufacturer pays practically the same freight upon merchandise from the East as we do. He can sell goods at Missouri River points at the same price that we can in Des Moines, instead of its costing him more, as it does cost us more over the Missouri River.

MR. EATON: What percentage of your business would take a joint rate?

MR. HURLEY: Simply this: that if a joint rate was made on an 80 per cent basis, that would allow other jobbers to come into our territory and take business from our home field. We would have to go out into their territory and then our business would be increased on a joint rate basis.

MR. KETCHUM: What percentage would be affected by the joint rate?

MR. HURLEY: Very small.

MR. KETCHUM: How small?

MR. HURLEY: We work possibly a half a dozen towns on the Iowa Central, and that is practicaly all that the joint rate proposition would affect us. The only towns we work on the Illinois Central are made by our cross lines north and south.

MR. LUTHE: Mr. Hurley has expressed the attitude of the Des Moines jobbers pretty well. I can say in addition that Des Moines shippers are a unit on the matter. That is, there may be a few scattering shippers here that would be in favor of joint rates, but I would not think over one or two per cent of the total of shippers. Now, the matter of joint rates for or against, is not a question of turkey all on one side for Des Moines, because we have, as Mr. Hurley stated, certain points where we are at a disadvantage. For instance, we have to prepay or make strong equalization on the Iowa Central line and Illinois Central. It is not all an advantage for Des Moines, but we feel that any change in the rates at present would disturb the basis upon which business has been established here. For my own firm, we have done business on the Mississippi River and in the interior. We were ten years located on the Mississippi River, and we surrendered advantages which we enjoyed there, for return advantages which we received upon coming to Des Moines; and we are all established here on largely the same terms, or the same basis.

MR. EATON: This law absolutely requires us, however, to put in a joint rate. That has been settled by the legislature. Now, what ought we to do?

MR. LUTHE: I haven't studied the details of it, or gone into it generally, but my impression is that a schedule of 140 per cent would be fairer than any other schedule to Des Moines shippers. As I say, our

commissioner, Mr. Wiley, could answer that better than I, and he could express himself for our company or for Des Moines shippers jointly.

MR. EATON: Doesn't that frequently amount to more than the sum of two locals now?

MR. LUTHE: I don't think it would.

MR. KETCHUM: You are in the grocery business, aren't you?

MR. LUTHE: In the hardware business.

MR. EATON: While you have been talking the secretary of this Board has been working out that problem, and while the percentage may be large, he states that in nine cases out of ten it will work out on the 140 per cent theory so that the rate would be in excess of the sum of the two locals in Iowa. The people of Iowa would not stand that, would they?

MR. LUTHE: I don't think they would. As I say, I haven't gone into the details of rate making or figuring. Mr. Wiley can answer that better than I can.

MR. KETCHUM: Mr. Wiley, you of course have figured over this rate question. In figuring the basis of the joint rates, how have you computed them? What has been your method?

MR. WILEY: My thought was that instead of having a flat 140 per cent, as I imagine you have perhaps misunderstood Mr. Luthe——

MR. KETCHUM: Where did he get that idea?

MR. WILEY: The 140 per cent I never did figure. You will remember that in my remarks before this Commission some few weeks ago, I stated that on such joint schedules as you might find it your duty to establish under the statute, my judgment was that it should be an excess above the continuous rate, which would be an average of, say, 110, 115, 120 per cent, and that in stating that I predicated my opinion upon your own schedule, which provides now for schedules "A," "B," and "C," which are 110, 115 and 130 per cent. It was not my thought, and I do not believe it would be practical, that every rate should 140 per cent of the continuous distance rate. Suppose you would start in with your Schedule "C" as an example, and draw a line on the order for parabola. You can make it start with the high per cent. The ten-mile distance would be a reduced per cent; and 15 still less of an excess, and in that way you would very soon taper down so that you would avoid the conflict that you spoke of, ending with 105 per cent. In other words, this parabola would be somewhat on the model of the rate coronationship Illinois rates. You remember that they advance with decreasing acceleration. The rates for the Illinois distances are relatively high as compared with the Iowa distances for short hauls, but when you pass 150 or 200 miles the Illinois distance class rates in general will be lower than the Iowa class rates, so that in grading out this way you would have to calculate a total starting with the higher percentage cases and grading down step by step. My thought was that you would run down to about the schedule "B," at 150 miles, that being the end of the train run, and then tapering down to the 105.

MR. KETCHUM: We have gone over that pretty thoroughly, taking all the different percentages both ways, and of course, Mr. Wiley, in getting at what would be a fair and equitable joint rate, the condition that we find ourselves in on this Commission, is to find a joint rate that will do Fort Dodge as much good as it will Des Moines. Now, we are not figuring on making any rates, or making any changes, which will give one point an advantage over another, or one place an advantage over another. That I don't think has ever been the thought of this Board for a minute. It has been our attempt to get at an equitable, fair and just joint rate. We have invited the shippers of the state, and we have invited the manufacturers of the state, and all communities that had any interest whatever in transportation of products in their vicinities—have been taking Fort Dodge products,—that differs very widely from other points of the state. We have gone all over the whole subject, and we find ourselves right back to about the same place. The law says we must put in a joint rate. That is where we are standing, and we find ourselves at that point where, inasmuch as that is the case, we must put in that that would be fairest for the whole State of Iowa; regardless of location, regardless of commodities, regardless of railroads, shippers, or anybody else, but giving such rate as will be fair for all. That is what we would want to do. Now, if you can show us, without any points of discrimination coming in contact, where we won't discriminate against Des Moines, or in its favor against Fort Dodge, or any other city in the state. We want it just and fair for every one of them. That is what we are trying to get at. One hundred forty per cent, or any basis we are figuring on, by adding to the mileage of the long line, and turning it over to the joint lines—yet we don't arrive at anything that would be in our minds, equitable and fair all around. Mr. Wiley, we want to be fair with you right here in Des Moines, if we can. You have places here in Des Moines where you want to get on the Illinois Central, so you tell me, and on the Iowa Central, and the Iowa Central wants to get into your territory. We want to fix it so you can all get together and fight for the business.

MR. WILEY: I hope the Commissioners realize that the people of Des Moines are satisfied that the Commission is doing its duty exactly as it understands it. If I were a member of this Commission, I would feel that I would have to do something in the way of putting in a schedule of joint rates, as the law expresses on such rates and commodities, etc., as the phraseology goes. Now, we have no criticism to offer upon the Commission using its judgment and doing its duty. We were hopeful that the other horn of the dilemma would be taken hold of, but this is not the kind of a matter that can be disposed of offhand. We believe—I do—and I believe that the Greater Des Moines Committee in general do, that the more logical basis would be a per cent in excess, rather than a percentage discount. In fact, the very fact that you will have to put in a proviso that the rate will not cut the continuous distance rates, shows that there is a break there, so that the matter would have to be calculated out any way you please.

MR. KETCHUM: That is provided for.

MR. WILEY: Now, speaking for the gentlemen present, I desire to thank the Commission for giving us this opportunity to record ourselves. We understood from the announcement at the last hearing that yesterday's hearing was for the railroads, so that we are at a disadvantage in that. We expected this to be a strictly, or practically a strictly, railroad meeting, yesterday, and in that way we have a smaller delegation by a great number than we otherwise would have had here today. We understand also that this is a tentative schedule of yours; that you are putting it in to try it out, and that being the case, we feel all the more need of our recording our convictions as to the disadvantages that Des Moines is under, that are, in many cases, more than other cities are under. Mr. Hurley mentioned that the rates from St. Louis on probably eight or ten classes, are as high to Des Moines as they are to Omaha. That is interstate, that you will not have authority to deal with until after July 4th,—I believe you do then,—so that it is a subject that you cannot handle now, and we feel that the Commission wants to be fair. We have our own ideas as to what would have been a preferable basis, but everyone is entitled to their individual convictions, and we thank you very much for giving us this opportunity to appear before you and record our own convictions.

MR. EATON: That, gentlemen, concludes the hearing, then, on the subject of joint rates. The Chairman has already explained to you, in a general way, what the Commission intends to do.

MR. KETCHUM: Mr. Davis, was there anything special you wanted to bring up?

MR. DAVIS: We wanted to occupy ten or fifteen minutes in just adding a few statements in regard to application of coal dealers here, which is not, as I understand it, a joint rate proposition; but if it would suit the Commission we will take the time now, rather than come back this afternoon.

MR. EATON: That suits me. I am in error as to Mr. Ketchum's statement. He didn't want to be so understood. I got, perhaps, the wrong impression myself.

MR. KETCHUM: Now, gentlemen, regarding the finding of this joint rate basis, I want to make this statement; that we have, I think, about concluded as to what we shall do, and we want to hold the matter out for a little while until we confer among ourselves and in our own way. I don't think that as far as I am personally concerned, I care to make a statement here as to just the plan and just how we will put in this joint rate, but we will get at it at once and put in a joint rate that I think will come as near being satisfactory as we feel that we can get to from all of the evidence that we have heard on both sides, and in a fair way, and be fair about it; but I don't think at this time and at this meeting that it is hardly fitting for us to state just how that will read when we finish it up. I believe that is about all the statement, so we will consider the joint rate business closed, and will take up now the coal matter.

MR. WRIGHT: In connection with the coal matter, I want to call attention to the table that was prepared by Mr. Simmons for the Interstate Commission, which shows the interstate rate on coal on the three large mining centers in Illinois and Indiana, to every station on the line of the Rock Island road in Iowa, and call particular attention to the fact that in almost every instance, possibly with a half a dozen exceptions, the interstate rate to points in Iowa on coal, is less than the Iowa distance tariff on the same distance. I think it is fair that we should go into the record, in view of what has been said in reference to the interstate rate on coal. In addition to that I would like to ask Mr. Cable a question or two as bearing upon the question of the Illinois rate as applied to our line. I will ask Mr. Cable to state what the fact is in Iowa in comparison with Illinois, as to the rates of our line and the ability to carry a larger tonnage, with the same engine, over the Illinois lines, than we can over the Iowa lines.

MR. CABLE: I have here a copy of our engine tonnage rating sheet, which shows the capacity that we consider that our engines have on various parts of the line; and in answer to Mr. Wright, I will say that I take our Class 39 engine, which is our standard freight engine in both Illinois and Iowa, and the capacity of those engines westward over the main line of the Illinois division, is 2105 tons. The capacity of the same engine over our East Iowa division, being that part of the division from the Mississippi River to Valley Junction, is 1255 tons, and from Valley Junction west of the Missouri River, it is 1170 tons; that is, in a westward direction.

In the eastward direction the capacity of the same engine over our Illinois division main line, is 2135 tons, and on the Iowa division it is 1095 tons east of Valley Junction, and 1380 tons between Valley Junction and the Missouri River; and the freight lines on the main line of the Illinois division, the ruling grade against the westward train is thirty-four feet per mile excepting right out of our yard at Blue Island. We have, between Blue Island and a station about twelve miles out, a ruling grade of forty feet to the mile. Now, on our Iowa division between the Mississippi River and Des Moines, the ruling grade against the westward train is fifty-eight feet to the mile, and between Des Moines and Council Bluffs the ruling grade is sixty-nine feet to the mile. The ruling grades against eastward trains on the Illinois division are thirty-three feet to the mile, and on the Iowa division east of Des Moines are forty-eight feet to the mile, and on the Iowa division west of Des Moines are sixty-three feet to the mile. Does that answer your question, Mr. Wright?

MR. EATON: I would like to ask you how your grade, and the power of your engines compare with the grades and the power of the engines of other roads in Iowa. Take the Northwestern and Milwaukee & Saint Paul and the Illinois Central.

MR. CABLE: I can't speak—I only know the general way that the Northwestern main line, for instance, runs over a territory where the country is not so much broken, and I presume the grades are not so heavy as ours, but I have no exact knowledge as to the grades on those lines.

MR. WRIGHT: You have no means of comparing the grades on the Northwestern in Illinois, with those in Iowa?

MR. CABLE: No, sir.

MR. WRIGHT: Mr. Cable, what is the fact in the handling of coal in coal cars, as to the cars being returned empty? Isn't it a fact that a large percentage of the empty cars are coal cars?

MR. CABLE: I haven't any figures to show that, but I don't think there is any question but that the mileage made by the coal cars—the larger percentage of the mileage made by coal cars—is empty mileage, larger than any other class of cars, but I don't have the figures to show it.

MR. KETCHUM: Well, you haul a great deal of coal in the grain cars, don't you?

MR. CABLE: Quite a little, Mr. Ketchum, yes, sir. That is, from Illinois, you mean—not from Iowa.

MR. DAVIS: I would like to ask Mr. Eyman a question. Mr. Eyman, in some of the former hearings we have had, it was claimed by coal dealers that a very large proportion of the coal consumed in Iowa came from Illinois and other states. Have you had prepared a statement showing the actual traffic handled by the Northwestern road for commercial and domestic purposes, other than the railroad coal? Can you give the Commission the proportion of coal that we haul from the State of Illinois, as compared with the amount of coal that we distribute in the State of Iowa?

MR. EYMAN: Yes, sir; I can give the Commission a statement of the soft coal received at all stations in Iowa for the calendar year of 1906. Now, this shows the number of cars that originated in Iowa and the number of cars that originated outside of Iowa. It does not show all that originated in Illinois. There might have been some in Indiana, but all originated outside of Iowa. That statement shows that we handled a total number of cars during the year 1906, at all stations in Iowa, 12,574 cars, out of which—I have got that wrong. I will correct that. We handled a total of 16,930 cars, out of which 12,574 originated at points in Iowa, and 4,356 originated at points outside of Iowa; or, out of the entire tonnage of the number of cars that we handled at local stations in Iowa during the year 1906, 74 per cent originated at our Iowa mines.

MR. DAVIS: It is also suggested, Mr. Eyman, that the rate on slack coal from points in Iowa to Omaha, is less in some instances than the rate on the same character of coal to Council Bluffs. I wish you would explain to the Commission how the difference in the Omaha and Council Bluffs rate exists, and what controls the rate to Omaha.

MR. EYMAN: The rate to Omaha of \$1.06 per ton, I think possibly at the present time on slack coal, is fixed by competition.

MR. EATON: Where's that from?

MR. EYMAN: From Buxton. That is fixed by competition from the Western coal field; that is, Kansas and Missouri field, and there is a rate made on steam coal for the bakers at Omaha, or any others who desire to

use it. The rate was forced upon us, and my recollection is that that rate was not put in of our own volition really, but it was put in at the suggestion of the Iowa Commission a number of years ago to enable the Iowa miners to dispose of their slack coal in competition with the Kansas and Missouri mines. I think I am right in the statement that the first suggestion as to the establishment of this rate in order to protect the Iowa mines, came from the Iowa Railroad Commission.

MR. DAVIS: To show, Mr. Eyman, that the rate on slack coal from Buxton to Omaha, as I recall it, was \$1.01, and the rate on slack coal from Buxton to Council Bluffs was \$1.56, what would you say as to the rate of \$1.01 being a compensatory rate that one railroad could make a fair profit on?

MR. EYMAN: I would say that rate was entirely too low. I don't believe it is a remunerative rate. I don't think there is any money in that rate.

MR. KETCHUM: The joint rate on that coal from Buxton would take that traffic out of your hands, wouldn't it, from Buxton? On the short line haul from Buxton to Omaha?

MR. EYMAN: I don't understand that the joint rate in Iowa would affect the tonnage or the movement of traffic to any extent as between Buxton and Omaha. That is an interstate proposition.

MR. KETCHUM: I was talking about Council Bluffs. You say the rates are the same.

MR. EYMAN: I don't know what the effect of the joint rate proposition would be to Council Bluffs. If the Council Bluffs rate was made by using 80 per cent of the straight rate, preserving the integrity of the present continuous distance, I don't see how the establishment of the 80 per cent rate would take that out of our hands on Council Bluffs business.

MR. KETCHUM: You have tracks of your own from Buxton to Council Bluffs, don't you? and the joint rate would take your coal out of Buxton and turn it over to some other railroad to take it a shorter distance?

MR. EYMAN: That might be true.

MR. KETCHUM: For instance, you turn that over to the Burlington road, or the Rock Island.

MR. EYMAN: You mean that the joint distance would be so much less than our distance, that the rate would be made lower by the joint rate than by the continuous rate?

MR. KETCHUM: Yes.

MR. EYMAN: Well, that is one objection that we have urged against the establishment of these joint rates; that it would take the business away from the line that originated it, and go to a point for final disposition on its own line.

MR. DAVIS: There is another question I wanted to ask. A comparison of Illinois and Iowa schedules indicates that under some circumstances

the Iowa schedule is higher than the Illinois. I wish you would explain to the Commission some difference in the surroundings as to why, under some circumstances, the product can be carried cheaper in Illinois than in Iowa.

MR. EYMAN: I would like to qualify that statement, Mr. Davis, that the figures do show that the Iowa rate is in some cases higher than the Illinois rate, when you consider the steam coal rate in Iowa. I haven't been able to find as low a basis anywhere under any circumstances as the pea, nut, and slack rate, in the state of Iowa. It is lower than it is anywhere. It runs from 20 to 40 per cent lower than the distance tariff rates in Illinois. It is all handled under the soft coal rate.

MR. EATON: You don't have any pea or slack rate in Illinois?

MR. EYMAN: No, sir; we don't. We don't make any distinction between the mine run coal or the steam coal in Illinois. It is all handled under one rate.

MR. EATON: You take your rate and average it with the lump coal rate in Iowa, what average would it make?

MR. EYMAN: It would make an average very much less in Iowa than in Illinois.

MR. EATON: I don't think I have ever had occasion to strike an average on that, Mr. Eyman.

MR. EYMAN: It is fair to assume that the average distance that coal would be hauled locally in Iowa, would be seventy-five or eighty miles. Now, take even your lump rate for that distance in Illinois, is higher. I mean the coal rate in Illinois is higher than your lump rate, to say nothing at all about the slack coal rate. Your lump rate in Iowa is less than the soft coal rate in Illinois for that distance.

MR. KETCHUM: Well, the fact that all of your rate in Illinois is a lump coal rate, it gives you a higher freight rate than your lump coal and slack coal rate in Iowa, unless your average is what I would naturally suppose it was, although in Iowa there is a great deal of slack coal used now for manufacturing purposes, and I presume some in Illinois. It is growing some there, isn't it?

MR. EYMAN: I would say, taking the traffic as it actually moves today, and the lump coal we handle in Iowa is handled on a lower basis than the soft coal we handle in the State of Illinois, although the conditions surrounding the handling of the business in Illinois would undoubtedly justify a lower basis than in Iowa.

MR. ——: What's the difference between Iowa and Illinois?

MR. EYMAN: Coal moves in Illinois largely in trainload lots from the mines to large consuming centers. It is not a one-car distribution of all your local stations all over the state to such an extent as it is in the State of Iowa, but the bulk of the coal we move from our mines in Illinois,—the commercial coal—moves in large quantities. We move it almost the entire distance from the mines to its final destination in trainload lots.

MR. KETCHUM: And the density of traffic is much greater in Illinois than in Iowa?

MR. EYMAN: Yes.

MR. KETCHUM: Owing to the physical condition of the road in places an engine will haul greater tonnage?

MR. EYMAN: That is my judgment so far as the physical condition of the roads is concerned. I have no actual figures on that.

MR. DAVIS: With your experience in the traffic department of the Northwestern, what would you say as to the present Iowa schedule on soft coal being a low one or not, and whether the railroad could stand a reduction consistent with prior remuneration.

MR. EYMAN: I should say in answer to that that the rate per ton per mile on the coal we handle in Iowa, is lower than any other coal we handle anywhere, and that the rate is, if anything too low. I will say without qualification that the rate on the steam coal—slack coal—is entirely too low to be remunerative.

MR. DAVIS: Any further reduction in the lump coal rate would carry it below the line of fair compensation?

MR. EYMAN: Yes, sir; I think so.

MR. EATON: I notice by our schedule that on lump and nut the rates in Iowa and Illinois come together at seventy-five miles.

MR. EYMAN: About seventy-five miles, yes sir. I have a statement showing seventy-five miles, the Iowa distance tariff on lump and nut, is 85 cents and the Illinois distance tariff is 85 cents. Below seventy-five miles the Illinois distance tariff is higher than the distance tariff in Iowa on lump and nut.

MR. EATON: From there on is a great divergence when it gets to ninety miles. It is about—ninety miles we are slightly higher—say 6 per cent higher than Illinois.

MR. EYMAN: No, sir. According to my figures the Iowa distance tariff for ninety miles is 94 cents. The pea, nut and slack rate is 70 cents.

MR. EATON: I am talking about lump, pea and nut.

MR. EYMAN: The Illinois distance tariff, according to my figures here, is 99 cents, which is 5 cents higher than the Iowa distance tariff.

MR. EATON: That is substantially right.

MR. EYMAN: Those figures may be wrong. Take the eighty-five miles, the Iowa distance tariff is 91 cents, and the Illinois distance tariff is 87 cents.

MR. EATON: When it gets to a hundred miles, we are 10 per cent higher than in Illinois.

MR. EYMAN: Yes.

MR. EATON: When it gets out to 500 miles, there is no such haul in Iowa, and of course it is 25 per cent higher.

MR. EYMAN: One hundred twenty-five miles—

MR. EATON: I took 500 miles—take 200 miles, and what have you got it there?

MR. EYMAN: 1.30 in Iowa and 1.10 in Illinois.

MR. EATON: Two hundred fifty miles?

MR. EYMAN: It is 1.40 in Iowa and 1.17 in Illinois.

MR. EATON: The rates advance more rapidly in Iowa than they do in Illinois for the long distance. In Illinois the distance tariff is made up on adding a greater percentage to the short haul. The terminal distances are the same on a short haul and a long haul. The Iowa distance tariff is extremely low for short distances and the rate is higher for the long distances.

MR. EYMAN: The distance tariff is made up on an entirely different tariff basis. That is why I say that the coal that we handle is handled on a much lower basis in Iowa than in Illinois, because the bulk of the coal is not handled over seventy-five or eighty miles.

MR. PALMER: How much of the coal is hauled more than 75 miles?

MR. EYMAN: I should say, as far as the North-Western Road is concerned, not more than 25 per cent in Iowa; that is, Iowa coal.

MR. PALMER: How much is less than 75 miles—75 miles less what proportion?

MR. EYMAN: Seventy-five per cent, I should say.

COLONEL PALMER: That is hauling a distance of 75 miles and under?

MR. EYMAN: Yes, sir.

MR. EATON: Our schedule shows that we are considerably lower than Illinois.

MR. EYMAN: For long distance your rates are higher on the lump coal in Iowa than they are in Illinois.

COLONEL PALMER: Your road has hauled about 25 per cent for a distance over 75 miles?

MR. EYMAN: That would be my judgment. I have no definite figures on that, but I think I am safe in saying that at least 75 per cent of the coal we handle would be hauled 75 miles or a shorter distance.

MR. EATON: How was it on your road, Mr. Tittemore?

MR. TITTEMORE: Our haul is short. I should say our haul would be less than Mr. Eyman's, but I had the impression that Mr. Eyman's figures were too low. I should say our haul would be about seventy-five miles.

MR. DAVIS: Mr. Tittemore, what proportion of the tonnage of the Iowa Central transported in Iowa is coal?

MR. TITTEMORE: I think it was about three years ago I took up the question of analyzing each item of our traffic, with the object of reducing,

if possible, the percentage of coal hauled on the Iowa Central Road by increasing the other traffic. I could easily see that if the Iowa Central Railroad could not increase its other business, that the percentage of coal that we were hauling on the rate per ton per mile, that it would have to do, would ruin it. I found at that time that 40 per cent of the tonnage of the Iowa Central Road in Iowa—now, I am not quite clear as to whether it was 40 per cent of the tonnage, or 40 per cent of the earnings, but I recollect that 40 per cent of the earnings was coal tonnage. Since that time we have had two years with deficits of close to one hundred thousand dollars, and I understand there was some strenuous figuring to make it as small as that.

MR. EATON: To make it a deficit?

MR. TITTEMORE: To make the deficit as small as that. And last year we had a very small surplus. This year we probably will have a small surplus over and above the fixed charge, and I think I am correct in saying the Iowa Central has about the smallest amount of interstate mileage now of any road in Iowa. If that is true it is conclusive evidence to me in handling the traffic of the Iowa Central Road, that the coal tonnage of the State of Iowa is being hauled at a rate altogether too low. There may be other conditions, but there is no other condition that can offset that conviction in my mind, that the rate on the coal we haul in Iowa under the Iowa distance tariff is too low. We haul, of course, on a short haul, that is, 75 per cent of our business would be under seventy-five miles, I think. Any change—any reduction in the rate on coal in Iowa, I am afraid would interfere with our interstate rates somewhat.

MR. EATON: If the reduction was only made beginning at the point of seventy-five miles, it would not interfere with you, would it?

MR. TITTEMORE: It would not interfere with our business, I do not think, to any great extent, except that I believe the rate would be too low if we had to do any business on it. I believe that the coal rates in the United States are altogether too low—perhaps some are too high. Perhaps a readjustment might help it, but as a general thing the coal rates in Iowa are too low.

MR. EATON: If we were to adjust the coal rates in Iowa to the rates in Illinois, perhaps adding 5 per cent, as we have done in some instances on some commodities, we would really be doing more harm to the people of Iowa than we would good, wouldn't we, because we would have to raise the rate in Iowa on the short haul up to seventy-five miles. You would be glad to have that done, wouldn't you?

MR. TITTEMORE: I would not object to that for the Iowa Central Road surely. It throws the burden on someone else; but certainly, as time goes on, the coal in Iowa will be on the shorter haul. The short distance rates in Iowa on coal, Mr. Chairman, are too low.

MR. EATON: Is there any reason why the short distance rates in Illinois ought to be any higher than they are in Iowa?

MR. TITTEMORE: Not except that they are more reasonable. The rate in Iowa is too low. It is not compensatory.

MR. EATON: I mean comparing the two rates. Is there any reason why they should be higher in Illinois than in Iowa? I mean taking the short rates.

MR. TITTEMORE: Well, I can't answer that question very well, because I am not as competent witness in Illinois as I might be in Iowa, but in Illinois the Commission there have at times given us the authority on our short line rates to make different rates for the manufacturer than we would for domestic purposes. We haul a great deal of coal out of Illinois into other states—not much in Illinois. Take, for instance, on a short haul we might be allowed to make a difference of 15 cents a ton on coal going into the regular coal dealer there for consumption, and 15 cents higher rate than we would go in to a manufacturing plant.

MR. EATON: Do you do much of that at less than the Illinois rates?

MR. TITTEMORE: Not very much. I only have in mind one instance.

MR. EATON: Mr. Cable, does your road haul the Illinois short distances at less than the Illinois schedule rates?

MR. CABLE: I know nothing about rates.

MR. EATON: What do you say to that, Mr. Simmons?

MR. SIMMONS: No, sir; not as a rule the lower distance tariff. There might be some instances that they may be lower, but not as a rule.

MR. DAVIS: I want to ask Mr. Tittemore one more question; what his experience in the traffic department is, and knowledge of the cost of moving coal; what his judgment is as to the present Iowa rate on lump coal—whether it now affords a fair remuneration to the railroads?

MR. TITTEMORE: I don't think it does afford a fair remuneration to the railroads, especially on the shorter distances, but as to the lower classes of coal—steam coal—I think that could be demonstrated almost physically by test trains, that it does not pay.

MR. EATON: Isn't it true as far as pea and slack coal are concerned, that in putting in the rate you have simply adopted the custom the railroads began with at the beginning in order to move it—fixed a rate so that it could move?

MR. TITTEMORE: Yes, there was a time, for instance on the Iowa Central Road, when I would have to dispose of a hundred carloads of slack coal, for instance. Ten years ago when I came on the road I found 150 cars of slack coal lying around that had laid there all the way from thirty to sixty days, and we would ask the miners—the operators—to unload it, and they would not do it, and we would have to fix some sort of a rate that would move it. It gradually got down to the percentage under the lump coal rate, and we wanted the cars to use. The slack coal rate just grew. They would have to load them in order to keep their mine open—to keep it working. The first thing we would know we would have fifty carloads of slack coal on hands, and the operator would say, "They are yours. You can take them and get rid of them."

MR. EATON: Did you put that rate in yourself, or was it put in by the Commission?

MR. TITTEMORE: We put in a slack coal rate that was not put in by the Commission, but in the beginning, as I understood it, the suggestion came from the Commission, which grew out of the very conditions I am telling you about.

MR. DAVIS: I don't know, Mr. Chairman, whether there is any further evidence to offer on this coal rate, but we want to be as emphatic as we can in protesting against any contemplated reduction in the coal rates in Iowa at this time. In the first place, we believe that there has been no showing that would require a reduction. In the second place, I think we have shown that they are reasonably low, and in the slack coal, unreasonably low. If the Commission contemplates putting in a joint rate that will make a further reduction, we think it would be a very injurious move, and unfair to the interests of the railroads to contemplate making a reduction in the coal rates at this time.

MR. KEEPEERS: The Illinois Central is situated different from any other road in Iowa, I believe. It has not got any coal mines on its road. We have a tariff to use on coal on our line in Iowa, and it is the only tariff we have. Now, we think that you could give us a joint tariff. You say we can't use a straight tariff. If we could not use a straight tariff, we would have to use this other, which would be rather unfair. There is nothing reciprocal. It would all be one way. We could have all the coal we could haul on this joint rate.

MR. KETCHUM: The joint rate does not affect you.

MR. KEEPEERS: If you say the joint rates must be made—

MR. KETCHUM: Take the consignments at the Illinois points turned over to Iowa—wouldn't that affect you?

MR. KEEPEERS: I am talking about Iowa rates entirely.

MR. KETCHUM: You wouldn't have any Iowa coal business?

MR. KEEPEERS: We have no Iowa coal business, and if you would make an 80 per cent rate I presume it would have to apply over the Iowa Central—possibly Illinois Central.

MR. KETCHUM: You already make these rates.

MR. KEEPEERS: From Illinois to Iowa.

MR. KETCHUM: Is your rate on other roads?

MR. KEEPEERS: Through Illinois?

MR. KETCHUM: Yes.

MR. KEEPEERS: Yes.

MR. KETCHUM: Therefore, the joint rate would not affect your line.

MR. KEEPEERS: On Iowa coal. If you made a joint rate in Iowa we would have to take 80 per cent of these other rates. Now, we have no mines on our own road, so it means that all the coal we would haul would

be on this joint rate basis and nothing the other way, which we don't regard as being quite fair.

MR. EATON: Your percentage would be very small, wouldn't it, Mr. Keepers?

MR. KEEPERS: I think, perhaps, the percentage would increase to a certain extent, I presume, if the rate would be reduced 20 per cent on each line's haul. We would haul for a very low rate, which we don't want. We must protest against any joint rate on coal, as far as the Illinois Central is concerned.

MR. ELLIS: I would just like to call the attention of the Commission—which shows that in comparison with the Iowa distance tariff the interstate rates in the state are higher than the basis of the distance tariff within the state, and that the interstate rates out of the state are lower. Now, that taken in connection with the fact which has been shown beyond question by a number of roads, that the great bulk of our coal consumed in Iowa comes from Iowa mines, would not indicate that Iowa mines were being discriminated against. Iowa people are using much coal farther from the Iowa mines, and the interstate adjustment is in favor of the Iowa mines in both ways—both from outside of the state in it is higher, and from the inside out is lower.

MR. HAMBLIN: I wish to protest on the part of the Burlington Road against any reduction in the rates in Iowa on coal. I presented a statement two or three weeks ago here, which showed that the outside coal coming into the State of Iowa was not 10 per cent of the coal that was handled in Iowa. That is, 90 per cent or over is Iowa coal, and we wish to protest against any change in the rates in Iowa, whether joint rates or local.

MR. EATON: This hearing stands adjourned, gentlemen.

12:40 o'clock p. m., June 25, 1907.

No. 3348—1907.

CORN BELT MEAT PRODUCERS ASSOCIATION VS. RAILWAY COMPANIES.	} <i>In re Reduction in Rates on Live Stock, with Special Reference to Horses, Cattle and Sheep.</i>
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Complaint filed January 7, 1907.

On January 7, 1907, there was filed with the Board, petition of the Corn Belt Meat Producers Association as follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS FOR THE STATE OF IOWA.

PETITION FOR REDUCED RATES ON LIVE STOCK.

The Corn Belt Meat Producers' Association, your petitioner, is an organization of over two thousand members who reside chiefly within the State of Iowa, and are engaged in the raising, feeding, and marketing of live stock.

The present condition of railroad rates in Iowa warrants reductions in the schedules on some commodities; and complainants claim that the rates on live stock should receive your favorable consideration on the following grounds:

I. As to the present status of Iowa rates in general it will be useless to pick scattered comparisons on a few rates out of the half million in force. If we take the average rate on all commodities, as given by the official reports, we find that the revenue for every ton hauled a mile in this state is approximately 25 per cent higher than the average in Wisconsin for 1904 and 46 per cent higher than the average was in Illinois for the year ending June 30, 1905. The average revenue per ton per mile in Iowa for the last year reported, ending June 30, 1905, was 30 per cent higher than the average for the same year in the United States, and over 30 per cent higher than the average in the Iowa group of states (Group VI as classified by the Interstate Commerce Commission) which includes Wisconsin, Minnesota, Illinois, Iowa, Northern Missouri and the eastern part of the Dakotas.

II. A number of years ago there was a reasonable reduction in the rates on hogs in Iowa, but there has been no reduction in rates on cattle, sheep, horses or mules since the Iowa Commission established railroad rates over seventeen years ago. During these years the earnings of the railroads in Iowa have increased from \$29,338,033.77 to \$58,436,943.15. The freight revenue per mile has increased from \$2,436.26 for the year 1889 to \$5,618.36 for the year 1905 on the entire lines; the Iowa freight revenue alone in 1905 was over 60 per cent greater per mile of road than the entire line traffic per mile was in 1889. And during this time the live stock hauled annually in Iowa has increased from 976,053 tons to 1,598,909 tons.

III. The experience of neighboring states is of value by way of comparison. But complainant alleges that comparisons of the Iowa state schedule to the Missouri schedule are unfair to the Iowa shipper because the Missouri schedule has been placed so high that the railroads continually cut beneath the rates fixed by the state, while in Iowa the Commissioners' rates are accepted as standard. Consequently the rates in Iowa truly represent the rates received for shipments all over the state, while in Missouri this is not true.

For instance from McIntosh, Missouri, to St. Louis, a distance of 89 miles, the rates on horses over the Chicago, Burlington & Quincy is 8½ cents per hundred pounds, while according to the state schedule it would be 12 cents, on cattle the Chicago, Burlington & Quincy rate is 9½ cents, and the state schedule is 11 cents, on hogs the Chicago, Burlington & Quincy rate is 11 cents and the state schedule is 13 cents. The rate on cattle from Osborn, Missouri, to St. Louis (297 miles) over the Chicago, Burlington & Quincy is 14½ cents and the state schedule is 17½ cents, on hogs the Chicago, Burlington & Quincy schedule is 18½ cents and the state schedule is 20½ cents.

Notwithstanding the fact that the Missouri railroads cut below the state schedule, nevertheless the state rates on cattle and sheep in Missouri are some lower than in Iowa; for example the rate on cattle for

200 miles in Iowa is 15.53 cents per 100 pounds.
200 miles in Missouri is 15. cents per 100 pounds.
300 miles in Iowa is 20.26 cents per 100 pounds.
300 miles in Missouri is 17.5 cents per 100 pounds.

The difference in regard to sheep is much greater; for instance you can ship ten tons of sheep in Missouri, double deck, 150 miles for \$13.00 while the same amount shipped in Iowa would cost you \$19.00, the Iowa rate being thus \$6.00 higher than the Missouri rate.

IV. In Illinois the rate on cattle, sheep, horses and mules for almost all shipments are much lower than the rates for the corresponding distances in Iowa as shown by the accompanying table; for example three cars, one of cattle (20,000 lbs.), another of horses and mules (22,000 lbs.), and the third of sheep (10,000 lbs.), if shipped under the Illinois schedule of rates, in place of the Iowa schedule would save the shipper:

\$ 4.05 on a haul of 50 miles;
9.80 on a haul of 100 miles;
14.06 on a haul of 150 miles;
19.64 on a haul of 200 miles;
23.91 on a haul of 250 miles;
28.43 on a haul of 300 miles.

V. There was a time when Iowa live stock rates were low compared to the rates in the surrounding states. In those days Iowa was leading in the movement to secure equitable rates on her principal products. Now, after these many years have passed, while the rates on cattle, sheep, horses and mules for all distances up to 400 miles have remained stationary, and other rates have been reduced, and the revenues of the railroads have increased over \$28,000,000 a year, we believe it is again time for Iowa to take her place in the forefront among her sister states protecting her farming interests.

In view of the length of time since we have had a reduction in rates on live stock, and the high average revenue per ton per mile on all freight in Iowa as compared to the average in Wisconsin, Illinois, the Iowa group of states and the United States; in view of the fact that our neighbors in Illinois and Missouri fare better than we do, we ask you to give this subject favorable consideration. The live stock business is the backbone and sinew of our industrial life.

Our interests are so vital to the welfare of the state that we urge you to place the rate on live stock in Iowa upon an equal footing with the rates paid by our competitors living across the river in Illinois.

For the good of the farmer, for the good of all the citizens of our state, whose prosperity and success rises and falls with the farming interests, we ask you to give us lower maximum rates on live stock, and we especially petition you to lower the rates on cattle (including fat cattle, calves and feeders) covering all distances within the state and applying to all railroads handling shipments beginning and ending within the bounds of the state.

Respectfully submitted,
THE CORN BELT MEAT PRODUCERS' ASSOCIATION,
By Clifford Thorne, Attorney for Complainant.

On date the petition was filed the Board gave notice that a hearing would be had upon this application and all other rate and classification matters that might come before the Commission for adjustment, would be heard in the office of the Board on February 7, 1907, at 10 o'clock a. m.

On the date named the Board met pursuant to notice given, at 10 o'clock a. m. for the purpose of making such changes or revision in its schedules of rates and classification of freights as it might determine just and reasonable.

The office of the Board being too small to accommodate those desiring to take part in the hearing it was changed to take place in the reception room of the Governor. All the Commissioners were present with the secretary. Chairman Ketchum announced that Commissioner Eaton would preside at the hearing.

There were present at the hearing the following persons among others:

T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.

C. H. Hubbell, General Superintendent, Chicago, Rock Island & Pacific Railway Company.

A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.

W. P. Brady, General Agent, Chicago, Rock Island & Pacific Railway Company.

I. Mitchell, Dairy Agent, Chicago, Rock Island & Pacific Railway Company.

P. S. Eustis, Passenger Traffic Manager; E. R. Puffer, Assistant General Freight Agent; John Dewitt, General Baggage Agent; W. D. Eaton, Attorney; W. H. Hill, Division Freight Agent; W. G. Wagner, Claims Agent, representing the Chicago, Burlington & Quincy Railway Company.

L. Jodon, Commercial Agent, Des Moines, Iowa Falls & Northern Railway.

E. E. Watson, Assistant General Freight Agent; A. G. Briggs, General Attorney, representing the Chicago Great Western Railway Company.

W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.

F. P. Eyman, General Freight Agent; F. J. Allen, Dairy Freight Agent; J. C. Davis, Attorney; L. F. Berry, General Agent, representing the Chicago & North-Western Railway Company.

J. H. Hiland, Third Vice-President, Wm. Ellis, Attorney, representing the Chicago, Milwaukee & Saint Paul Railway Company.

E. M. Wentworth, General Agent, representing Pennsylvania Lines.

H. F. Marsh, General Freight Agent, representing Iowa Central and Minneapolis & Saint Louis.

F. G. McMillan, General Freight Agent, representing the Wabash Railroad Company.

A. E. Wilkinson, Secretary; G. Thornburgh, Traffic Manager; F. A. Leighton, Manager, and Tom Allen, Attorney, representing the Beatrice Creamery Company.

Ed. Holm, representing the Hanford Produce Co., of Sioux City.

H. R. Wright, State Dairy and Food Commissioner, representing the Iowa dairy interests.

J. D. Ludlow, Traffic Manager; R. M. Highley, Agent, representing the Wells Fargo & Company Express.

G. Propst, Route Agent; B. F. Stretton Agent, representing the Adams Express Company.

Robt. E. M. Couye, Assistant General Manager; W. C. Morgan, General Agent, representing American Express Company.

Clifford Thorne, Attorney; A. Sykes, President; H. C. Wallace, Secretary, representing the Corn Belt Meat Producers' Association.

The Commissioners called up the application of the Corn Belt Meat Producers Association for a revision of the tariff on live stock within the State of Iowa. Clifford Thorne, attorney, representing the Corn Belt Meat Producers Association introduced witnesses on behalf of the applicant and then rested his case with the understanding that he be permitted to introduce further testimony after the railway companies had presented their side of the case. Mr. J. C. Davis, attorney, representing the railway companies suggested to the Board that they be given time in which to analyze the documentary testimony filed by the Corn Belt Meat Producers Association, and such time was granted.

After consultation by the Board, Commissioner Eaton made announcement as follows:

Gentlemen: The Commissioners are of the opinion that the request of the railway companies for time is a reasonable one; but while you are all together we have arrived at another conclusion which the Commission ask me to state to you. This investigation today has developed the fact that while there has been, and to our knowledge, a great many revisions of the classifications in the past years there has not been any general revision of the schedules and classifications in Iowa for a good many years. There seems to be a public demand for something of that kind. It is the opinion of the Commission that there ought to be a careful, scientific and complete investigation and revision of the whole subject of freight rates in Iowa and while the Commission dislikes the burden, yet it feels in honor bound to take up that burden.

We do not want any misunderstanding either on the part of the shippers of Iowa or the railroads of Iowa. This Commission believes it occupies a sort of position between the public and the railroads; that its functions are largely judicial and it will ask from the hands of the shippers and the people and the railroads, every possible piece of information it can get

for the purpose of doing the exact right to all interests. We do not want the people to understand that we are, so to speak, "going after the railroads," neither do we want the railroads to understand that we propose to do anything but what is exactly right. We may err in judgment but we will give you the best we have.

This being true it is not a wise thing to take these matters up piecemeal. We have burdens of our own. We will begin this complete investigation and revision of freight schedules and classifications in Iowa at substantially the earliest possible moment. The law requires us to give a notice which we will do. We ought to confer with the representatives of the railroads and other interests in these proceedings so as to make it convenient for them, because we want their assistance. We want it all the time.

We can not announce at this moment just when that investigation will begin but it will be as early as it can be, considering the notice that we have to give and considering the interests of all parties and which we intend very carefully to guard.

This particular case as now pending will, however, be given the precedence. It will be the beginning of this investigation. Of course, when this investigation is completed it will be for the entire schedule.

On behalf of the commission I give you all notice now, that the time that is fixed, after consulting all interests in this case, this case will be taken up first and completed. The gentlemen on the other side will have ample opportunity to prepare themselves. The members of the Corn Belt Meat Producers Association will be given more opportunity for what they must meet.

On February 8th the Commission fixed March 6, 1907, for a continuance of the hearing on revision of rates on live stock. On March 6, 1907, at the appointed time the Board met and there was filed with it, amended and substituted petition of the complainants as follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS FOR THE STATE OF IOWA.
THE CORN BELT MEAT PRODUCERS' ASSOCIATION, COMPLAINANT, AMENDED AND
SUBSTITUTED PETITION.

To the Honorable Board of Railroad Commissioners of the State of Iowa:

The Corn Belt Meat Producers' Association, your petitioner, is an organization of over two thousand members who reside chiefly within the State of Iowa, and are engaged in the raising, feeding and marketing of live stock.

The present condition of railroad rates in Iowa warrants reductions in the schedules on some commodities; and complainants claim that the rates on live stock should receive your favorable consideration on the following grounds:

1. As to the present status of Iowa rates in general, it will be useless to pick scattered comparisons on a few rates out of the half million in force. If we take the actual rate on all commodities, as given by the official reports, we find that the revenue for every ton hauled a mile in this state is greater than the average in Illinois, in the United States, or in the Iowa group of states (Group VI, as classified by the Interstate Commerce Commission), including Wisconsin, Minnesota, Illinois, Iowa, the northern portion of Missouri, and the eastern portion of the Dakotas.

2. A number of years ago there was a reasonable reduction in the rates on hogs in Iowa, but there has been no reduction in rates on cattle, sheep, horses, or mules since the Iowa Commission established railroad rates over seventeen years ago. During these years the earnings of the railroads in Iowa have in-

creased from \$29,338,033.77 to \$58,436,943.15. The freight revenue per mile has increased from \$2,436.26 for the year 1889 to \$5,618.86 for the year 1905 on the entire lines; the Iowa freight revenue alone in 1905 was over sixty per cent greater per mile of railroad than the entire line traffic per mile was in 1889. And during this time the live stock hauled annually in Iowa has increased from 976,053 tons to 1,598,909 tons.

3. The experience of neighboring states is of value by way of comparison. But complainant alleges that comparisons of the Iowa state schedule to the Missouri schedule are unfair to the Iowa shipper because the Missouri schedule has been placed so high that the railroads continually cut beneath the rates fixed by the state, while in Iowa the Commissioners' rates are accepted as standard. Consequently, the Iowa rates truly represent the rates received for shipments all over the state, while in Missouri this is not true.

For instance, from McIntosh, Missouri, to St. Louis, a distance of 89 miles, the rate on horses over the Chicago, Burlington & Quincy is 8½ cents per hundred pounds, while according to the state schedule it would be 12 cents; on cattle the Chicago, Burlington & Quincy rate is 9½ cents, and the state schedule is 11 cents; on hogs the Chicago, Burlington & Quincy rate is 11 cents and the state schedule is 13 cents. The rate on cattle from Osborne, Missouri, to St. Louis (297 miles) over the Chicago, Burlington & Quincy is 14½ cents and the state schedule is 17½ cents; on hogs the Chicago, Burlington & Quincy schedule is 18½ cents and the state schedule is 20½ cents.

Notwithstanding the fact that the Missouri railroads cut below the state schedule, nevertheless the state rates on cattle and sheep in Missouri are some lower than in Iowa; for example, the rate on cattle for

200 miles in Iowa is 15.53 cents per 100 pounds;
200 miles in Missouri is 15.00 cents per 100 pounds;
300 miles in Iowa is 20.26 cents per 100 pounds;
300 miles in Missouri is 17.5 cents per 100 pounds.

The difference in regard to sheep is much greater; for instance, you can ship ten tons of sheep in Missouri, double-deck, 150 miles for \$13.00, while the same amount shipped in Iowa would cost you \$19.00, the Iowa rate being thus \$6.00 higher than the Missouri rate.

4. In Illinois the rates on cattle, sheep, horses and mules for almost all shipments are much lower than the rates for the corresponding distances in Iowa as shown by the accompanying table; for example, three cars, one of cattle (20,000 lbs.), another of horses and mules (22,000 lbs.) and the third sheep (10,000 lbs.), if shipped under the Illinois schedule of rates, in place of the Iowa schedule, would save the shipper:

\$ 3.91	on a haul of 50 miles;
9.86	on a haul of 100 miles;
14.18	on a haul of 150 miles;
19.80	on a haul of 200 miles;
23.95	on a haul of 250 miles;
28.35	on a haul of 300 miles.

5. There was a time when Iowa live stock rates were low compared to the rates in surrounding states. In those days Iowa was leading in the movement to secure equitable rates on her principal products. Now, after these many years have passed, while the rates on cattle, sheep, horses, and mules for all distances up to 400 miles have remained stationary, and other rates have been reduced, and the revenues of the railroads have increased over \$28,000,000 a year, we believe it is again time for Iowa to take her place in the forefront, among her sister states, protecting her farming interests.

In view of the length of time since we have had a reduction in the rates on live stock, and high average revenue per ton per mile on all freight in Iowa as compared to the average in Illinois, the Iowa group of states, and the United States; in view of the fact that our neighbors in Illinois and Missouri fare better than we do, we ask you to give this subject favorable consideration. The live stock business is the backbone and sinew of our industrial life.

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Our interests are so vital to the welfare of the state that we urge you to place the rates on live stock in Iowa upon an equal footing with the rates paid by our competitors living across the river in the state of Illinois.

For the good of the farmer, for the good of all the citizens of our state, whose prosperity and success rise and fall with the farming interests, we ask you to give us lower maximum rates on live stock, and we especially petition you to lower the rates on cattle (including fat cattle, calves, and feeders), covering all distances within the state and applying to all railroads handling shipments beginning and ending within the bounds of the state.

6. Complainant charges that the maximum schedules of rates on horses, mules, fat cattle, calves, feeders and sheep, as established by the State Board of Railroad Commissioners, and now in effect in the State of Iowa, and that the actual rates received by the railroads doing business within the State of Iowa, for the transportation of such commodities between points within the bounds of said state, are unjust, unreasonably high, and unreasonably discriminatory in themselves; and that the said rates are unreasonably high, unreasonably discriminatory, and unjust when compared to the rates charged, collected and received by said roads from people residing in adjoining states, for similar services under substantially similar conditions.

Wherefore, complainant prays that the Board of Railroad Commissioners of the State of Iowa shall establish and prescribe maximum freight rates on fat cattle, calves, feeders, horses and mules, and sheep, for all distances between points within the State of Iowa, for all railroads doing business within the state, as are just, fair and reasonable; and that the said Commission shall make an order that the said railroads shall cease and desist from such unreasonable and unjust charges as are alleged herein, and that the said railroads shall not hereafter publish or collect any rates or charges for such transportation in excess of the maximum rates or charges so prescribed.

THE CORN BELT MEAT PRODUCERS' ASSOCIATION,
By Clifford Thorne, Attorney for Complainant.

To this the railway companies filed answer as follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS FOR THE STATE OF IOWA.

**IN THE MATTER OF THE PETITION OF }
THE CORN BELT MEAT PRODUCERS' }
ASSOCIATION, Asking for Reduction in } Answer.
Maximum Live Stock Rates.**

Now come the Chicago, Burlington & Quincy Railway Company, the Chicago, Rock Island & Pacific Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Illinois Central Railway Company, the Chicago & North-Western Railway Company, the Chicago Great Western Railway Company, the Minneapolis & St. Louis Railroad Company, the Iowa Central Railway Company, and the Wabash Railroad Company, and in reply to the petition or complaint heretofore filed on behalf of the Corn Belt Meat Producers' Association, asking for a reduction in the maximum rates on live stock within the State of Iowa, each of said companies respectfully represent to the Commission that the maximum live stock rates, as at present fixed by this Commission, and now in force in the State of Iowa, are unreasonably low, and are now fixed at a rate where there is but slight, if any, profit in the movement of live stock to the said railway companies from one point in the State of Iowa to another.

The said railway companies aver that, as an independent proposition, the said rates are unreasonably low, and are not fairly remunerative, and, further, that said rates in comparison with the rates of adjoining and similarly situated states are unreasonably low.

Wherefore, the said companies respectfully protest against any reduction in said maximum rates, and pray that, upon the conclusion of this hearing, the Commission protect the interests of these companies, and make no reduction in the said rates.

Respectfully submitted,

CHICAGO, BURLINGTON & QUINCY RAILWAY Co.,
By W. D. Eaton, its Attorney.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co.,
By J. L. Parrish, its Attorney.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co.,
By Wm. Ellis, Special Representative.

ILLINOIS CENTRAL RAILWAY Co.,
By Thos. D. Healy, its Attorney.

CHICAGO & NORTH-WESTERN RAILWAY Co.,
By James C. Davis, its Attorney.

CHICAGO GREAT WESTERN RAILWAY Co.,
By E. E. Watson, A. G. F. A., its Attorney.

MINNEAPOLIS & ST. LOUIS RAILROAD Co.,
By Geo. W. Seavers, its Attorney.

IOWA CENTRAL RAILWAY Co.,
By Geo. W. Seavers, its Attorney.

WABASH RAILROAD Co.,
By Fred C. McMillan, its Attorney.

The Board then adjourned the hearing until March 7, 1907.

On March 7th, at 10 o'clock a. m., further hearing was had in this proceeding, continuing on through to March 9, 1907. At the conclusion of the taking of testimony, the Commissioners had a conference and through Acting Chairman W. L. Eaton, announced the ruling as follows:

The members of this Commission have unanimously arrived at some general conclusions to which they deem it wise to give expression at this time, not only to parties in interest here represented, but also to the public. I desire to express to the gentlemen who have conducted both sides of this long controversy before the Board, the thanks of the Board for the great care and ability which has been displayed on both sides of the presentation.

This is an application of the Corn Belt Meat Producers' Association of Iowa to have the freight rates lowered twenty-five per cent on horses, mules, cattle (both fat and feeders) and sheep. The main contention is largely related to freight rates on cattle. The complainant represents the greatest interest in Iowa. It is one which lies at the very basis and foundation and welfare and prosperity of the state. If it is entitled to relief it is entitled to speedy relief.

It ought to be thoroughly understood by the people of Iowa that the rates which are sought to be changed were established some seventeen years ago and have remained during all this period unchanged. This, however, is not the fault of the Commission for this is the first time that an application has ever been made to this Commission for a lowering of the freight rates in Iowa on the commodities represented by the applicant. Those interested in many of the other commodities handled in Iowa have frequently been before this Board for relief and have almost as frequently and uniformly obtained it.

During the seventeen years that this freight rate has been in force the conditions relating to the transportation of freights have radically changed. The railroads have improved their road-beds, re-ironed their tracks with heavier rails, taken out curves and grades, put heavier engines and heavier cars on their tracks, all for the purpose of introducing economies and modern methods in the handling of transportation and for the purpose of cheapening the cost, thus raising their own revenues.

On the other hand the evidence before us shows that the expense of operating railroads has largely increased, not only in the great advance in the price of labor but in the very large advances in the price of materials which enter into the construction of railroad equipment. We are not called upon at this time

to determine whether or not these expenses have kept pace with the lessening of the expenses of transportation in other respects.

The representatives of the railroads have very strenuously insisted that there ought not to be any lowering of the rates on these commodities. Indeed a vast array of figures has been presented to show this Commission that they are already too low.

It is true that the overwhelming preponderance of evidence produced at this hearing shows that it is more expensive to transport live stock by rail than any other commodity save one or two unimportant exceptions.

We are satisfied, however, from a fair consideration of all the evidence, assisted by the arguments of counsel, that there ought to be some reduction on these rates. We are bound to believe that the rate that was fixed by law seventeen years ago was a fair and just rate for that time and under the conditions which then existed. This being true we are led irresistibly to the conclusion that the modern methods and economies now in use in railroad transportation in Iowa have enabled the railroads to obtain a greater remuneration in some degree, at least, for the transportation of freight than at the time when the present rates were first put in force.

The difficulty with which the Board has to contend is to determine just what reduction ought to be made in view of these circumstances. We believe it to be the duty of this Board to act conservatively and keep in mind the best interests, not only of the people of Iowa but the railroads of this state. We have been impressed with comparisons made between the State of Iowa and Illinois. It is our duty so far as possible to see that the people of Iowa are as well treated as the people of any state in the Union.

The evidence before us clearly shows that freight rates ought to be, in justice to the railroads, somewhat greater in Iowa than in Illinois. The Railroad Commissioners of Illinois in its special report, 1902-1906, makes a comparison of rates between Illinois and Iowa upon commodities investigated in this hearing. That comparison shows that the rates on cattle for distances from five to three hundred miles are substantially twenty-three and one-half per cent greater in Iowa than in Illinois.

The Railroad Commissioners of Illinois, a very able body, after an exhaustive examination of the subject of freight rates extending over a period of four years, promulgated a new schedule in the year 1906. In this schedule the rates on certain classes were reduced twenty per cent. On other classes ten per cent, but they found upon a careful and scientific analysis on the rates on the commodities investigated in this controversy that they were already as low as they ought to be in justice to the railroads to enable them to earn a fair remuneration for that class of service, and left the schedule as it was. These facts impress us.

We believe for the purpose of this controversy that it would be conservative, fair and just to consider the freight rates in Illinois upon these commodities as just rates. These rates have been accepted by the railroads. Adopting this as a basis and being guided by the evidence produced at this hearing to the effect that the rates in Iowa should be greater than those in Illinois to some extent, we have carefully considered what that differential ought to be. We do not believe that it ought to be as great as contended for by some of the railroads. We think a differential of five per cent would be fair and just under the circumstances.

If the figures are right, to the effect that there is now a difference between the Iowa and Illinois rates on cattle of twenty-three and one-half per cent, our conclusions would lead us to a lowering of this rate of eighteen and one-half per cent. If, however, we take the Illinois schedule, as we purpose doing substantially, and in a general way make a differential of five per cent, which we now announce we intend to do in the practical and mathematical working out of the problem, it will result in the granting of this petition to the extent of the lowering of the rates claimed, somewhat between fifteen and eighteen and one-half per cent, not less than fifteen per cent, probably about sixteen per cent. This will be the real working out of the problem in so far as to make a savings to the stock shippers and dealers of Iowa based on a mileage of from five to three hundred miles. This conclusion is a general one and will be worked

out mathematically as soon as possible and the new rate promulgated in accordance with law.

We have endeavored in arriving at this conclusion to take a conservative view. We cannot base a rate on the years of prosperity like the years 1905 and 1906, because no prophet can say that this prosperity will continue. If we knew it would continue it is likely a greater reduction might be made without doing any injustice to the railroads. It, however, ought to be based upon an average of a series of years.

We cannot be unmindful at the same time of the general railroad situation and of the facts that much legislation has been passed throughout the United States which will affect railroads. We do not want to injure them financially.

We believe it fully as important to have the roads double tracked, install block systems and interlocking switches, increase the efficiency of their equipment and many other things to the end that transportation may be made cheaper. In the light of all the proofs submitted to us when fairly considered we are unanimously of the opinion that the general conclusion which we have arrived at and here suggest are as clearly just and right as they could be made at this time, considering existing conditions.

Incidentally during this hearing there has arisen before this Board the question of rates for feeding in transit. The railroads of Iowa seriously and uniformly object to putting in such a rate as is provided for in the State of Nebraska. Only one argument has been made by the railroads to sustain their objection, which is at all worthy of consideration, and that is the argument that the encouragement of the business of feeding cattle in Iowa upon Iowa corn deprives the railroads of revenue by the process of concentration. In other words, if the Iowa corn was not fed to cattle in Iowa the railroads would have a chance to transport this corn to market and would thus get a much larger revenue. In our judgment this is a very narrow view to take of this problem. It confines the vision to today and does not reach out into the future. The cattle industry is the greatest one in this state and has done more to build up the prosperity of Iowa than any other industry, and with the prosperity of this state largely built up through this cattle industry there comes great benefit to the railroads as well as to the people.

We expressly hold that we have no jurisdiction over the matter of feeding in transit rates because it is purely interstate traffic but we most earnestly recommend that the railroads in Iowa put in a feeding in transit rate in this state. We believe that in the years to come it will be a general benefit and the railroads would get their share of the business. The encouragement of this industry keeps up the fertility of the soil of the state, and the narrow view of getting increase of revenue by the shipping out of corn depletes the fertility of the soil.

As before suggested and as soon as possible a detailed schedule of the rates in controversy will be worked out as lowered by these general suggestions.

In pursuance of the decision of the Board as announced by Commissioner Eaton, the Board promulgated a revised schedule of reasonable maximum rates of charges for the transportation of horses, mules, cattle and sheep, in carloads on each of the railroads of the State of Iowa, as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Live Stock Rates, Horses and Mules, Cattle, Sheep—C. L.

A revised schedule of reasonable maximum rates of charges for the transportation of horses and mules, cattle and sheep, in carloads, on each of the railroads of the State of Iowa.

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Prepared by the Board of Railroad Commissioners in accordance with the laws of the state.

Dated March 22, 1907

Effective April 6, 1907.

*Live Stock in Cents Per 100 lbs.

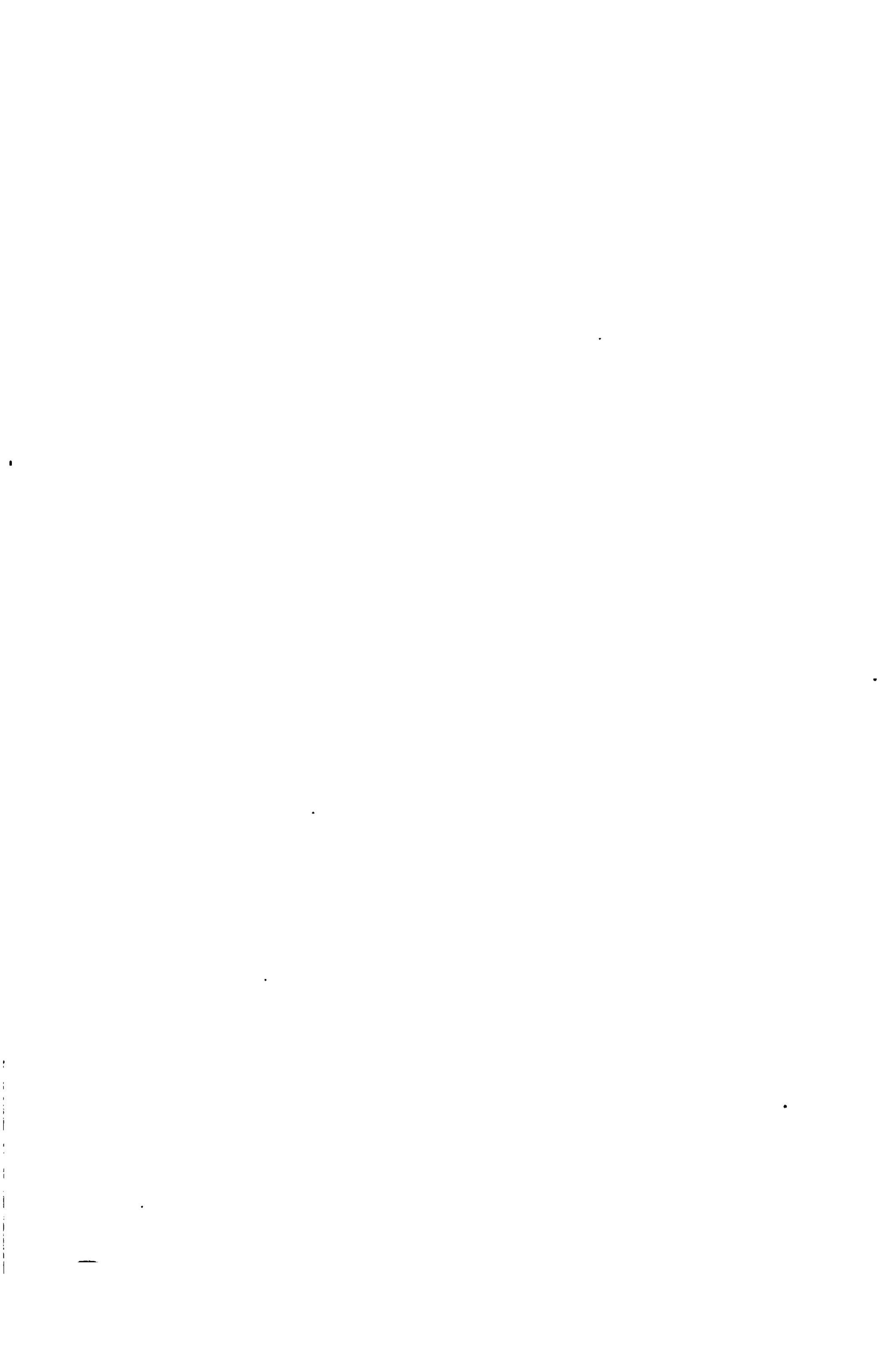
Miles	Horses and mules in car loads; minimum weight 20,000 lbs., 31-foot cars, inside measurement	Fat cattle in car loads; minimum weight 19,000 lbs., 31-foot cars, inside measurement	Sheep (single deck) in car loads; minimum weight 10,000 lbs., 31-foot cars, inside measurement	Miles	Horses and mules in car loads; minimum weight 20,000 lbs., 31-foot cars, inside measurement	Fat cattle in car loads; minimum weight 18,000 lbs., 31-foot cars, inside measurement	Sheep (single deck) in car loads; minimum weight 10,000 lbs., 31-foot cars, inside measurement
5	5.	5.	6.4	180	18.4	18.6	18.6
10	6.5	5.4	7.1	185	18.7	18.7	18.7
15	6.	5.8	7.3	190	18.7	18.8	18.8
20	6.5	6.2	8.0	195	18.9	18.9	18.9
25	6.8	6.6	8.0	200	14.	19.	19.
30	7.2	7.	9.4	210	14.8	19.3	19.3
35	7.6	7.4	9.8	220	14.6	19.4	19.4
40	8.	7.6	10.3	230	14.9	19.6	19.6
45	8.5	7.8	10.6	240	15.2	19.8	19.8
50	8.7	8.	11.	250	15.5	19.	19.
55	9.	8.3	11.5	260	15.8	20.2	20.2
60	9.4	8.4	12.	270	16.1	20.4	20.4
65	9.6	8.6	12.5	280	16.4	20.6	20.6
70	9.8	8.8	13.	290	16.7	20.8	20.8
75	10.	9.	13.4	300	17.	21.	21.
80	10.2	9.2	13.7	310	17.3	21.2	21.2
85	10.4	9.4	14.	320	17.4	21.4	21.4
90	10.6	9.6	14.4	330	17.6	21.6	21.6
95	10.8	9.8	14.8	340	17.9	21.8	21.8
100	11.	10.	15.0	350	18.	22.	22.
105	11.1	10.3	15.6	360	18.3	16.5	16.5
110	11.2	10.8	16.	370	18.4	22.4	22.4
115	11.4	10.4	16.4	380	18.6	16.8	16.8
120	11.5	10.5	16.8	390	18.9	17.	17.
125	11.7	10.6	17.	400	19.	17.2	17.2
130	11.9	10.7	17.3	410	19.2	17.4	17.4
135	12.	10.9	17.4	420	19.4	17.6	17.6
140	12.2	11.	17.6	430	19.6	17.8	17.8
145	12.3	11.3	17.8	440	19.8	17.9	17.9
150	12.5	11.3	18.	450	20.	18.1	18.1
155	12.6	11.5	18.1	460	20.2	18.4	18.4
160	12.8	11.6	18.2	470	20.4	18.6	18.6
165	12.	11.8	18.3	480	20.6	18.8	18.8
170	13.1	11.9	18.4	490	20.8	19.	19.
175	13.3	12.	18.5	500	21.	19.2	19.2

*Stock cattle or feeders and calves take 75 per cent of fat cattle rate.

*See page 5 of Iowa Classification No. 13 for minimum weights on live stock
—Exception to rule 5.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, March 22, 1907. DWIGHT N. LEWIS, Secretary.

Cases Closed by Correspondence



CASES CLOSED BY CORRESPONDENCE

No. 3349—1907.

IOWA PORTLAND CEMENT COMPANY

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Special Rate by Contract on Stone,
Shale, etc., for Cement.

Application filed February 5, 1907.

Application was made by Mr. E. G. Wylie, Freight Commissioner of Des Moines, as follows:

Des Moines, Iowa, Feb. 5, 1907.

Board of Railroad Commissioners, State of Iowa,
Des Moines, Iowa.

GENTLEMEN,—You are respectfully petitioned to order the following additional provisions in the Iowa Classification ratings:

Stone, or shale, crushed or quarry-run, when used in manufacturing Portland cement, carloads, minimum weight per car 60,000 lbs., rates per ton,—

5 miles.....	10 cents per ton;
10 miles.....	12 $\frac{1}{2}$ cents per ton;
15 miles.....	15 cents per ton;
20 miles.....	17 $\frac{1}{2}$ cents per ton;
25 miles.....	17 $\frac{1}{2}$ cents per ton;
30 miles.....	20 cents per ton;
35 miles.....	20 cents per ton;
40 miles.....	23 cents per ton;
45 miles.....	24 $\frac{1}{2}$ cents per ton;
50 miles.....	26 cents per ton;
55 miles.....	27 $\frac{1}{2}$ cents per ton;
60 miles.....	29 cents per ton;
65 miles.....	30 cents per ton;
70 miles.....	31 cents per ton;
75 miles.....	32 cents per ton;
80 miles.....	33 cents per ton;
85 miles.....	34 cents per ton;
90 miles.....	35 cents per ton;
95 miles.....	36 cents per ton;
100 miles.....	37 cents per ton.

It will be noted that the minimum carload weight suggested is 60,000 pounds, while the minimum carload weight on articles other than those classified third class or higher in Rule 5 of the Iowa Classification is 24,000 pounds. The rates named above are, I believe, vital to the production of Portland cement, and the minimum named in connection with the rates is believed to be only a proper consideration of what is due the carriers in the way of earnings per car.

Respectfully submitted,

E. G. WYLIE.

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Accompanying the foregoing was a letter from Mr. Wylie, as follows:

Des Moines, Iowa, Feb. 5, 1907.

Board of Railroad Commissioners, State of Iowa,
Des Moines, Iowa.

GENTLEMEN.—You are respectfully petitioned to establish the following rate order: Stone or shale, crushed or quarry-run, when used in the manufacture of Portland cement, in carloads, minimum weight per car, 60,000 pounds, transported in quantities averaging per day not less than.....cars, rates per net ton: 35 miles, 20c, 50 miles 25c (these rates to apply as maximum from intermediate points). It will be noted that the minimum carload was suggested as 60,000 pounds, while under the Iowa Classification the minimum carload weight on articles other than those classified third class or higher in Rule 5 of the Iowa Classification, was only 24,000 pounds. It will also be seen that the above rate established is predicated upon the theory of the Wisconsin and Massachusetts decisions, which were as follows:

Railway Commission of Wisconsin in re application account Chicago, St. Paul, Minneapolis & Omaha Railway Company for leave to discontinue tariff on wood for the Ashland Iron & Steel Company.

"It would seem that a lesser rate might well be made on a commodity, such as wood or saw logs, where the carrier was to receive a remunerative rate for hauling the manufactured product, than might be made where there was no manufactured product to haul, and that the circumstances and conditions in the one case were materially different from those in the other."

The Massachusetts decision will be found by reference to Massachusetts Railroad Commissioners' Index-Digest, 1905, page 40:

"The general rule is that wholesale transportation is cheaper and the burden of proof is on the party proposing to show that a given case is an exception to the rule."

"A charge of the same rate for single carloads as for cargoes or larger quantities, is simply evidence tending to prove that the latter rates are unreasonable."

The rates set forth above are believed essential to the production of Portland cement. The minimum stipulated of 250 per cent of the minimum carload weight of the Iowa Classification is thought only a proper safeguard to the carriers in the way of car earnings.

Yours truly,

E. G. WYLIE, Commissioner.

Mr. Wylie submitted arguments for his contention and the matter was presented to the railway company for its attention and answer. On May 21, 1907, a letter was received from Mr. Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company, as follows:

Des Moines, Iowa, May 21, 1907.

To the Board of Railway Commissioners of the State of Iowa:

GENTLEMEN,—In behalf of the Iowa Portland Cement Company, and the Chicago, Rock Island & Pacific Railway Company, I herewith submit the contract between said companies providing for certain special rates and concessions, which said contract will explain itself.

We ask the approval of same as provided in Sec. 2146 of the Code. The copy of the contract hereto attached, submitted herewith, may remain on file in the office of the Commission as provided in said section.

Very truly yours,

CARROLL WRIGHT.

The contract which Mr. Wright enclosed with his letter follows:

This Agreement, made and entered into by and between the *Iowa Portland Cement Company*, a corporation organized and existing under and by virtue of the laws of the State of Wyoming, hereinafter called the "Cement Company," first party, and *The Chicago, Rock Island & Pacific Railway Company*, a consolidated corporation organized under and by virtue of the laws of the States of Illinois and Iowa, hereinafter called the "Railway Company," second party, witnesseth:

THAT WHEREAS, the said Cement Company contemplates and proposes the erection, construction, maintenance and operation of a large plant or factory for the purpose of manufacturing, producing and selling Portland cement in the vicinity of the City of Des Moines, State of Iowa, upon a site or location which is accessible and can be reached by the lines of said Railway Company; and,

WHEREAS, for the manufacture and production of said Portland cement, a large quantity of stone and shale, or either thereof, is required and used; and,

WHEREAS, said Cement Company desires to transport said stone and shale, or either, to its said proposed factory or plant, from points within certain distances thereof, and at a rate for transportation that will justify and enable said Cement Company to install said plant and to properly and profitably develop said cement industry; and,

WHEREAS, there is located along and near the line or lines of said Railway Company certain rock and shale deposits in such quantities and of such quality as it is believed can be successfully used by said Cement Company at its proposed plant, for the manufacture and production of said Portland cement.

Now, Therefore, in consideration of the above recited premises and the agreements hereinafter contained, it is agreed that for the purpose of developing said industry of manufacturing and producing Portland cement by said Cement Company, at the place aforesaid, and for the further purpose of protecting said Cement Company in the development of said industry at said place, the said Railway Company will and does hereby give, make and agrees to maintain during the term for which this contract, or any extension thereof, shall run to said Cement Company, a rate on crushed and quarried stone and shale or either, to be used by said Cement Company in the manufacture and production of Portland cement, and for no other purpose, at its proposed factory aforesaid, for a maximum distance of forty (40) miles from the point of shipment on the said Railway Company's line of road, or spurs running therefrom to the aforesaid factory of said Cement Company, of twenty (20) cents per ton of two thousand (2,000) pounds each.

It is distinctly understood and agreed, that in case said Cement Company shall use any of said materials hauled or shipped under this contract for any other purpose than for the manufacture and production of Portland cement, that then on such material so otherwise used said Cement Company shall pay the regular published tariffs on said materials.

And it is further agreed that the aforesaid rate of twenty (20) cents per ton shall apply to all points along the line of said Railway Company intermediate between the aforesaid factory and the maximum distance of forty (40) miles therefrom, it being agreed that the minimum weight per carload shall be the marked capacity of each and every car used or shipped.

It is further agreed by the parties hereto that this contract shall apply to the following agreed number of cars:

1. The said Cement Company agrees that it will ship to its said factory over the lines of the said Railway Company during the first year after its said factory is completed and put in operation, the equivalent of not less than three thousand (3,000) cars of said materials aforesaid of an average capacity of sixty thousand (60,000) pounds per car.

2. Said Cement Company further agrees that for each and every car thereafter it will ship over the lines of said Railway Company to its factory the equivalent of not less than seven thousand (7,000) cars per year of such material of an average capacity of sixty thousand (60,000) pounds per car during the life of this contract, or any extension thereof, and it is further mutually agreed

THIRTIETH ANNUAL REPORT OF THE

that the terms of this contract shall apply to any other number of carloads of said material which said Cement Company may desire to ship to its said factory from points on said Railway Company's lines within said maximum distance of forty (40) miles for use in the manufacture and production of Portland cement only.

It is agreed that this contract only covers the transportation of said materials when the same are taken or quarried from points located on the tracks of said Railway Company, or spurs therefrom, or owned or controlled by said Railway Company.

It is further agreed that the rate hereinbefore designated shall apply only over the track or lines owned, leased or controlled by said Railway Company, and tracks owned, leased or controlled by said Cement Company, which tracks of said Cement Company shall directly connect with tracks of said Railway Company, and which tracks of said Cement Company shall be used for the delivery of cars containing stone and shale, or either, as hereinbefore provided, without expense to said Railway Company, and it is also agreed that the said Railway Company shall not charge said Cement Company, and said Cement Company shall not be required to pay, any switching or any other additional charges or rates than hereinbefore stated, for the hauling of the materials aforesaid from points within the maximum distance as aforesaid to its said factory.

It is agreed that this contract and each of its terms shall be binding on the parties hereto for a term of ten (10) years from the date when said Cement Company's factory is completed and put in operation and begins to manufacture Portland cement; provided, that this agreement and the terms hereof may be extended for an additional term of ten (10) years after the termination of this contract at the option of said Cement Company, by serving written notice of its election to do so upon the freight agent of said Railway Company in the City of Des Moines, Iowa, at least six (6) months prior to the expiration hereof.

This agreement is made by the parties hereto subject to the approval of the Board of Railroad Commissioners of the State of Iowa, and is made under and by virtue of the terms and conditions of Section 2146 of the Code of said state, and the same shall become immediately binding upon the parties hereto upon approval by the said Board of Railroad Commissioners.

This agreement shall extend to and be binding upon the successors and assigns of both parties hereto.

IN WITNESS WHEREOF, said Iowa Portland Cement Company has caused this instrument to be executed by its proper officers, and sealed with its corporate seal, and the said The Chicago, Rock Island & Pacific Railway Company has caused the same to be signed by its proper officers, on this 20th day of May, 1907.

IOWA PORTLAND CEMENT COMPANY,

By Geo. E. Nicholson, President.

(Corporate Seal)

Attest: W. S. Woodin, Secretary.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,

By W. H. Bradley, Vice-President.

(Corporate Seal)

Attest: Geo. H. Crosby, Secretary.

The Board submitted the contract to the Attorney General for his opinion with reference to the authority of the Commission to act therein and on May 22, 1907, Hon. H. W. Byers, Attorney General, submitted the following as his opinion:

GENTLEMEN,—In response to your request for an opinion as to the legality of the contract between the Iowa Portland Cement Company and the Chicago, Rock Island & Pacific Railway Company, executed on the 20th day of May, 1907, and as to the authority of your Commission to approve the same, I submit the following opinion:

Section 2146 of the Code, after prohibiting common carriers from making discriminating rates or charges for the transportation of freight, provides as follows:

"But for the protection and development of any new industry within the state, such railway company may grant concessions or special rates for any agreed number of carloads, which rates shall first be approved by the Board of Commissioners, and a copy thereof filed in its office."

The manifest intent of the legislature in tacking on this exception clause was to encourage the building of new industries in the state, thus adding to its growth and development. It was not only its purpose to permit transportation companies to assist in this worthy purpose by the granting of reduced rates for transporting material, but it is evident from the use of the term "protection" that it intended to permit the concessions and special rates to continue so long as the prosperity and growth of the particular industry depended upon such reduced rates.

Three of the necessary and most important factors in the development of industries are labor, fuel, and raw material. These three things are not always to be secured in the same locality, and to bring them as close together as possible for manufacturing purposes by reducing the cost of transportation was undoubtedly in the mind of the author of the provision in question.

I therefore conclude:

First: That the contract is a legal one in every respect.

Second: That your Board have authority to approve the same.

Respectfully,

H. W. BYERS,
Attorney General of Iowa.

Board of Railroad Commissioners,
Capitol Building.

Acting upon the request of the Iowa Portland Cement Company and the Chicago, Rock Island & Pacific Railway Company, and upon the advise of the Attorney General, the Board approved of the contract as submitted in the following language:

May 24, 1907.

RESOLUTION:

(Approval of Contract)

The Iowa Portland Cement Company and the Chicago, Rock Island & Pacific Railroad Company having filed with the Commission a joint contract under Section 2146 of the Code, said contract to be in effect for ten years with the privilege of renewal;

And said contract having been by the Commission referred to the Attorney General for his opinion as to its legality and the Attorney General having filed his opinion with the Commission to the effect that said contract is a legal one and that the Board has full authority to approve the same.

Therefore, resolved, first, that said contract be and the same is hereby approved;

Second, that a copy of this resolution together with a copy of said contract and the opinion of the Attorney General be spread upon the records of this Board.

No. 3350—1907.

TOWN OF IRA

vs.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

} *Highway Crossing.*

Complaint filed June 11, 1901.

The petition in this case stated that the road had been laid out into the town of Ira, properly worked, in good condition, etc., desired that the railway company provide a crossing. It transpired at the investigation that the proposed crossing would be very close to the depot making it necessary to cut freight trains at the station and that there were now two highway crossings over the tracks, one within one-fourth of a mile and one within one-eighth of a mile of the crossing desired.

The Commissioners being without power to act unless the highway is laid out across the railway company's right of way in accordance with the law, which had not been done, the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3351—1907.

S. N. HINMAN, Belmond,

vs.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

} *Dangerous Crossing.*

Complaint filed November 1, 1901.

Complainant asked for flagman at crossing that was alleged to be dangerous. The case was more strictly one within the province of the town council, but the Board took the matter up with the railway company in an endeavor to secure what was wanted.

Des Moines, Iowa, December 2, 1907.

No. 3352—1907.

CITY OF MARSHALLTOWN

vs.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

IOWA CENTRAL RAILWAY COMPANY,
CHICAGO GREAT WESTERN RAILWAY COMPANY,

} *Viaduct on South Center Street.*

Application filed February 20, 1903.

This was an application for viaduct on South Center Street in Marshalltown. The Board viewed the premises on March 13, 1903, and took the matter under advisement. This matter was subject to a great deal of correspondence. There were a number of objections made by citizens of Marshalltown to the proposed location of the viaduct, saying that it should cross Third Avenue, and the Board did not care to act in the premises until such time as it was known exactly what was desired by the city of Marshalltown.

In March, 1905, the Chairman of the Committee of the City Council, having the matter in charge, requested the Commission to withhold any further consideration of the case until receipt of further advice from him.

The Board has allowed this case to remain in the files unclosed, awaiting further communication from the city authorities. Nothing has been received and the case is closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3353—1907.

CITY OF ESTHERVILLE
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY } Street Crossing.

Complaint filed August 12, 1904.

The city solicitor of Estherville wrote the Board concerning a crossing that in the reconstruction of the Minneapolis & St. Louis through that town had been left in bad condition. The Commissioners took the matter up with the railway company and the railway company stated that as soon as conditions warranted they expected to build an overhead crossing at this point.

Des Moines, Iowa, December 2, 1907.

No. 3354—1907.

SUPERVISORS OF POWESHIEK COUNTY
ET AL., Grinnell,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY } Dangerous Highway Crossing.

Complaint filed September 22, 1904.

Complainants in this case alleged dangerous highway crossing on the section line between Jasper and Poweshiek counties. The Board visited the place December 19, 1905. The case was adjusted to the satisfaction of all concerned.

Des Moines, December 2, 1907.

No. 3355—1907.

R. N. JOHNSON, COUNTY ATTORNEY,
Fort Madison,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY } Obstruction in Devil Creek.

Complaint filed October 4, 1904.

Complainant in this case stated that the Chicago, Burlington & Quincy Railroad in constructing a bridge across Devil Creek in Jefferson township, Lee county, had placed a pier in the center of the creek, that it obstructed the flow of the water, etc.

The matter was taken up with the railway company and on November 2, 1905, the Board visited the premises in question which resulted in such reconstruction as was satisfactory to the county authorities.

Des Moines, Iowa, December 2, 1907.

No. 3356—1907.

G. W. WALTERS ET AL., Buchanan,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Petition for Re-establishment of Telegraph Facilities.*

Complaint filed November 17, 1904.

The petitioners in this case stated that the company had deprived that station of telegraph facilities to which they believed they were entitled.

The matter was taken up by the Board with the railway company, the railway company replying that they found that telegraph facilities were not needed at this station and that owing to the small amount of business there the company could not afford to keep an operator at this point, that however, a telephone had been installed in the depot which connected with stations that had telegraph facilities and the complainants were furnished a copy of said answer. The petitioners still requested telegraph facilities but the Board was unable to see its way clear to order in such facilities.

Des Moines, Iowa, December 2, 1907.

No. 3357—1907.

CITIZENS OF CENTERDALE
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Train Service.*

Complaint filed January 17, 1905.

The petitioners in this case requested that a morning passenger train going north be required to stop at Centerdale on signal.

The Commissioners brought about such arrangements with the railway company as they believed were fair to all concerned and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3358—1907.

F. M. SLAGLE & COMPANY, Alton,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Discrimination.*

Complaint filed March 21, 1905.

The complaint in this case involved joint rates over the Chicago & North-Western and the Chicago, St. Paul, Minneapolis & Omaha Railway

Companies and inasmuch as the Board has since the filing of this complaint established joint rates this case is closed.

Des Moines, Iowa, December 2, 1907.

No. 3359—1907.

F. W. MARTENS, Indianola,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY,

} Farm Crossing.

Complaint filed August 19, 1905.

Closed by order of complainant's attorney.

Des Moines, Iowa, December 2, 1907.

No. 3360—1907.

TRUSTEES OF NORWAY TOWNSHIP,
Winnebago County,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY.

} Removal of Norman Station.

Complaint filed September 20, 1905.

Complaint in this case follows:

LAKE MILLS, IOWA, Sept. 16, 1905.

To the Board of Railroad Commissioners of the State of Iowa:

Norway township, Winnebago county, Iowa, aided in the construction of the Minneapolis & St. Louis Railroad in 1878 and in 1879 a depot was built at Norman (in Norway township), Winnebago county, Iowa, and has been maintained there all the time up to last year when it was moved over in Worth county, Iowa, up to the line between the states of Iowa and Minnesota, just south of the village of Emmons, Minnesota.

There is considerable doubt about whether or not the railroad company had a right to move the depot from Norman and we respectfully request you to send one of the Railroad Commissioners up here and investigate the case and see if there is any remedy for it. In case you send one we would refer him to John Dahle of Norman, Iowa, who will assist him in the work.

By order of the Board of Trustees of Norway township, Winnebago county, Iowa, at a meeting held September 16, 1905. All members present.

H. O. KUAMBECK,
Clerk of Norway Township.

Winnebago county, Iowa.

Please let us know what you are going to do about it.

H. O. K.

Copy of the above was sent to the railway company, reply to which was made by Mr. L. F. Day, General Manager, as follows:

I have your favor of the 28th ult. enclosing letter from H. O. Kuambeck, of Lake Mills, Iowa, which I return in accordance with your request.

The station was removed from its old to its present location, a distance of about thirty-eight hundred feet, in order to settle a controversy of long standing with the citizens in the neighborhood of the state line. The people living on the Minnesota line insisted on a station of their own, less than a mile from Norman Station. The demand seemed so unreasonable, in view of the location of stations in much more populous districts, and the loss which we would incur by maintaining two agencies, that we declined to establish a

second station, although we were ordered to do so by the Board of Railroad Commissioners of the State of Minnesota. The citizens themselves admitted that their petition and the order of the Board were unreasonable, and were willing to dismiss the whole proceeding if we would locate the station on the state line, a short distance from its old location, and still in the State of Iowa. We made that arrangement at a considerable expense, and I think with the concurrence of every person in the community on both sides of the line. Mr. A. E. Clarke, at that time General Attorney of the company, handled the matter, and he so reported the situation to me. Mr. Clarke says that he had the matter up with your Board, and while no order was issued, it was understood that the action taken was approved. Mr. Clarke tells me that he thinks Mr. Dawson will recall the subject if it is drawn to his attention.

Our track in that vicinity needs considerable revision, both in the way of grading and alignment, and we have contemplated doing this work whenever we can possibly afford it. When it is done it will make some change again in the location of the station, although it will remain south of the Minnesota-Iowa state line, and should be in Winnebago instead of Worth county. Mr. Clarke tells me that this was fully explained and well understood by every one at the time the station was relocated.

I am very much surprised at the filing of this complaint with the Commission, as no complaint has ever been made to the railroad company, and I do not think anybody has suffered injury or injustice by the expenditures which we made in this connection in order to satisfy the public. We have acted in the best faith throughout, and must continue to do so. The arrangement for removing the station was by the consent of the Norman people, and the Emmons community acquiesced in their action because of our agreement to do what we have done. I trust that not only your Board, but the complaining parties as well will appreciate the condition and continue to approve of our action.

A great deal of correspondence passed between the Board of Railroad Commissioners, the complainants and the railway company. The railway company on October 26th made a long statement with reference to this case, and the Board herewith prints the statement entire:

Referring to your favor of the 24th instant, relative to the removal of Norman Station. When your letter of June 6th was received I referred it to another department to see if we could get additional information relative to the situation, and the papers were returned to me yesterday. I have not succeeded in getting additional information, except to confirm in general the reports heretofore made to the Commission on the subject.

I have read the communication from Mr. J. I. Dahle under date of March 31st, and it reminds me of a conversation I had with him some time ago in my office. He seemed at that time to have a great deal of feeling because we had built up at Emmons a rival town to Norman. I cited Mr. Dahle to the facts in the case, that we were not only guiltless of that charge, but that we had actually fought the establishment of Emmons Station through all the courts to the supreme court twice. He knew this but for some unaccountable reason it did not seem to affect his opinion in the least, and in our conversation he continually reverted to this action on the part of the railroad company, which seems to be particularly and peculiarly offensive to him.

There is no occasion for two stations to serve these agricultural communities, separated by about a mile. We resisted the request for a station at Emmons, and the case was first tried before Judge Quinn, who decided against the company. It was appealed to the supreme court, where it was reversed upon the merits. Some years afterwards, when there had been some changes in the makeup of the supreme bench, another action was brought asking for the establishment of a station at Emmons, in which it was claimed that conditions had so changed as to warrant a different judgment. This also was tried in the district court before Judge Quinn, who rendered the same decision as before. The case was again appealed and held up by the supreme court for a long time. One of the judges was disqualified by reason of formerly

having been an attorney in the case, so it was submitted to four judges. The court was evenly divided and was unable to agree so the judgment of the lower court, previously reversed by the supreme court, was affirmed in that way by the same body. The railroad company, in the meantime, had never built a station at Emmons, although the business and population were by that time much greater than those of Norman. After this second decision by the supreme court, the Emmons people agreed that they would be satisfied if we would put the station on the Iowa side of the line, which I believe is somewhat nearer to Norman than to the community of Emmons.

The railroad company has acted in good faith throughout in this matter, endeavoring at a considerable expense, and I believe with entire success, to provide all interested parties with good and reasonable facilities. At the time the station was put in its present location there was an expectation, as indicated by our using leased ground, to which Mr. Dahle refers in his communication, that we would make some changes in the line in that territory, that would involve another removal of the station. That is still the expectation, but we have not since that time been in financial condition to be involved in the expense connected with this change of line, which is quite considerable. We still hope to make the change as soon as business conditions will permit; in the meantime everyone in the vicinity is provided with good station facilities.

I have no disposition to dispute what Mr. Dahle says about what he calls the addition to Norman. To me the place has been designated as Kingsville and I referred to it in that way when I wrote the Commission. I do not remember now where I got my information, but somebody told me that the place was so called. Probably Mr. Dahle is better authority, and it may be called an addition to Norman. I think that I am correct in saying that it is much nearer our present station at Emmons than it is to the old station at Norman, and I think that it is somewhat nearer to the station than the town of Emmons in Minnesota. I have not measured either of these distances, but that is my judgment as I now recall all the locations, though I have not passed through that territory in daylight in some little time.

The cases mentioned by Mr. Day entered State ex rel. Railroad & Warehouse Commission vs. Minneapolis & St. Louis Railroad Company, 76 Minn., 469, and 87 Minn., 195.

Des Moines, Iowa, December 2, 1907.

No. 3361—1907.

F. W. STEBER, Rinard,
vs.
CHICAGO, GREAT WESTERN RAILWAY COMPANY } Drainage.

Complaint filed September 25, 1905.

The complainant in this case after filing his case withdrew the same in order to file suit in court.

Des Moines, Iowa, December 2, 1907.

No. 3362—1907.

FORT MADISON & APPANOOSA STONE COMPANY, Fort Madison,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY } Switching Charges.

Complaint filed October 5, 1905.

Complaint in this case is as follows:

Some two years ago the switching or transfer charges of the Chicago, Burlington & Quincy Railway Company at this point did not exceed \$2.00 per car and such being quoted to us, we accordingly made estimate and proposals to the State of Iowa for several hundred carloads of stone for delivery from the Santa Fe Railway to the State Penitentiary side track on the Chicago, Burlington & Quincy Railway at this point.

Subsequent thereto the state made contract with us for stone for the cell-house and walls which would take several years for construction. Soon after we received this contract the Chicago, Burlington & Quincy Railway raised the switching charges from \$2.00 to \$2.50 per car and recently raised them again to \$3.00 per car as per the following letter from Mr. T. L. Lawrence, their agent here:

FORT MADISON, IOWA, Sept. 30, 1905.

GENTLEMEN,—I am sorry to advise you that I have been informed that we cannot agree to make you a lower switching rate than the published tariff, which is \$3.00 per car. The stand is taken that by contracts that you have made, were made without any agreement with us as to switching charge and any exception in your rate, will compel us to give the same rate to all other shippers.

Yours truly,

T. L. LAWRENCE, Agent.

In reply thereto we would say through you, that it is not customary for railroad companies to make any such agreements and we accepted in good faith their rate as given in the usual course of business either orally or by telephone, and all charges in excess of \$2.00 per car is a direct loss to us from which we appeal to your Honorable Board to have these overcharges remitted to us and to prevent any possible further increase in such switching rate.

The source of our shipment and our quarry is in Illinois where the maximum switching charges is \$2.00 if not exceeding two miles.

The Board took this case up with the railway company and Mr. Geo. H. Crosby, Freight Traffic Manager, on October 24th replied:

CHICAGO, ILLINOIS, Oct. 24, 1905.

Mr. Dwight N. Lewis,
Secretary, Des Moines, Iowa.

DEAR SIR,—Your letter of October 5th addressed to Mr. Geo. T. Ross, General Superintendent, about our switching rate at Fort Madison, has been referred to me for reply.

The traffic in question is interstate business, although we have been hauling it at our local switching rate of \$3.00 per car. The old rate was \$2.00, but since it was first established the equipment of all the roads is larger and of much greater carrying capacity and while it is true we advanced the rate per car, it is likewise true that these people are paying no greater rate per ton than they did under the old rate when smaller cars were used. Hauling as we do now a greater quantity of stone in each car, we believe it reasonable to require a greater rate per car, especially as the rate is reasonable in itself and since the old rate per ton is practically maintained.

I am sure this will appear reasonable to you and I hope satisfactory. I may add that we were not asked to agree to the old rate at the time or since the alleged contract was made, nor did we agree with anyone to maintain it indefinitely.

I enclose herewith, as requested, copy of our switching tariff covering the rate now charged for local switching at Fort Madison.

A great deal of correspondence followed these letters and on April 3, 1907, Mr. W. D. Eaton, of the Chicago, Burlington & Quincy Railroad Company, wrote the Board:

In reply to your letter of the 13th ult, enclosing copy of one from the Fort Madison & Appanoose Stone Company, the latter confirm in their letter my previous statement that at the time they made their contract in March, 1904, the

switching charge was \$2.50 and had been that for several months. They say they did not know this. There was a very easy way for them to inform themselves as to the rate. We disclaim any responsibility for what they did not know. I will also say that I am informed that there is no foundation for the statement in their letter that we have absorbed switching for other shipments at Fort Madison.

I have endeavored with patience to answer the various arguments advanced in support of this claim, some of which, in my judgment, had little bearing on the controversy, there must, however, be an end to such a discussion and therefore take this opportunity to briefly and respectfully state our position in the matter as follows:

That these people were simply charged our regular tariff rates for services rendered; that such a charge was the only one that lawfully could be made. That to make a refund, such as they ask, would be unlawful and we cannot do it.

I am sorry if the stone company are unable to agree with the correctness of our position, but we must, of course, be guided by our own judgment.

In sending copy of this letter to the complainants, the Board said:

It would seem from the statements made that this is not a case where the Board could do anything for you as the rates published by the Chicago, Burlington & Quincy would have to govern. No action that this Board might take would result in the re-payment to you of switching charges under the published tariff of the Chicago, Burlington & Quincy or any other railroad company.

The fact that this rate was made and published according to law would put the same into effect and the railroad company would not be authorized to make rebates.

If you claim a lower rate by reason of a contract, that would be a matter for the courts to determine.

Des Moines, Iowa, December 2, 1907.

No. 3363—1907.

W. S. BROWN, Manson,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } Loss of Goods in Transit.

Complaint filed October 11, 1905.

This was claim for loss of coal in transit and was adjusted by railway company.

Des Moines, Iowa, December 2, 1907.

No. 3364—1907.

CITIZENS OF MURPHY ET AL.
vs.
IOWA CENTRAL RAILWAY COMPANY. } Condition of Road Bed, Fences, etc.

Complaint filed October 30, 1905.

Several petitions were received by the Board from people living along the Newton & New Sharon branch of the Iowa Central Railway, complaining of the condition of said branch stating that it was unsafe for traveling.

The Board called the attention of the railway company to the conditions and stated that they believed the branch line should be maintained

in such a condition as to make traveling perfectly safe no matter whether the earning power of the branch seemed to justify the necessary expenditure to bring this condition about.

On November 22d Mr. L. F. Day, Vice-President of the Iowa Central Railway, wrote the Board as follows:

Returning here after a trip to the East, I find your favor of the 7th inst., relative to the complaint of Mr. J. H. Murphy et al., and note that it is the opinion of the Commission that the earnings of the branch line should not wholly control its physical condition or the facilities afforded for traffic thereon. An examination of your records will show that this branch has been operated in accordance with this view of the Commission, since any other policy would have resulted in the abandonment of the branch altogether, years ago, as I have never gone back in the records far enough to find a time when the company did not spend more money on the branch than it earned. Not only does the past record of this branch show that it has been operated in line with the Commissioners' view that under prevailing circumstances we could not make the physical conditions bear a proper relation to the earnings, but we expect to continue that policy and to improve the road physically just as rapidly as we can do it honestly. .

The Commission is mistaken in assuming that the engines run on this branch are generally heavy, for in fact there has never been a heavy engine run on the branch, and the business is so light that there is no prospect that heavy power will be required. We do not, and have not run any heavy engines on this branch except such as would be considered of an obsolete type on any road where there was an appreciable amount of business to handle. The engines are kept in good order but they are very light.

It is impossible to handle dirt after it is frozen without making track conditions worse, but we have planned to resurface the Newton Branch as soon as the weather conditions will permit in the spring, and the present business prospects indicates that we will earn sufficient money on the other lines to enable us to do this. I would like to say for the information of the Commission, in order that they may understand the type of motive power that is used on the Newton Branch, and also the extent of our business there, that the average train tonnage on that branch for the year ending June 30th was 20.41 (20 41-100 tons). It will be seen from this figure, that the train service is not only too frequent to be profitable, but that heavy power is neither used nor required. As stated in my previous letter, the Iowa Central road as a whole has not earned its fixed charges for the past two years, but business is better this year and Iowa is more prosperous, and in my judgment likely to continue so. It is because of these better conditions that I am confident we will be able, with our own money, to resurface this unprofitable branch as soon as weather conditions will permit. It is not possible that anyone can be more anxious than we are to have and to keep the track in safe condition and to handle our business thereon without danger either to our patrons or to our own equipment.

The railway company later improved the branch as suggested by the Board.

Des Moines, Iowa, December 2, 1907.

No. 3365—1907.

CHARLES E. FULTON, Moravia, Iowa,
vs.
CHICAGO, MILWAUKEE & ST. PAUL } RAILWAY COMPANY. Undergrade Farm Crossing.
Complaint filed November 3, 1905.

The complainant stated that his undergrade crossing was in bad repair and he had been unable to get the railway company to fix it for him.

The Commissioners presented the complaint to the railway company and it was found that delay to the repairing of the crossing had arisen from the fact that Mr. Fulton declined to sign an agreement which the railway company presented for his signature, the same as was required of all persons using undergrade crossings. After considerable correspondence, on May 6, 1907, the Commissioners were advised that the railway company had arranged to reinstate the crossing, "at least until such time as the bridge would require renewal, which will likely be five or six years hence."

Des Moines, Iowa, December 2, 1907.

No. 3366—1907.

J. R. GORRELL, Newton,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Farm Crossing.

Complaint filed January 8, 1906.

Complainant stated that he had been deprived of a farm crossing that he had had for a number of years.

The complaint was taken up by the Board with the railway company and settled to the satisfaction of Mr. Gorrell.

Des Moines, Iowa, December 2, 1907.

No. 3367—1907.

W. A. PAINE, Eagle Grove,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Farm Crossing.

Complaint filed March 21, 1906.

Complainant stated that the railway company had deprived him of an under-crossing for cattle although he had one good crossing; desired that the company be required to restore his under-crossing.

The case was taken up by the Board with the railway company and through Attorney James C. Davis at Des Moines made answer as follows:

Responding to the letter of March 19th, written by Mr. W. A. Paine, in regard to an under-crossing across the right of way of this company on the west half of section 15, township 91 north, range 26 west, which is crossed by the Chicago & North-Western Railway Company, we desire to suggest that the under-crossing referred to by Mr. Paine was maintained under and by virtue of a written agreement with Mr. W. A. Paine, the owner of the land, executed on the 6th of December, 1904. This agreement contains, among other things, the following provisions:

"Whereas, the said railway company has constructed the Northern Iowa Division of its railroad upon and across a portion of said lands (referring to the southwest quarter of section 15, township 91 north, range 26 west, in Wright county, Iowa), and has erected thereon a certain structure known as Bridge No. 702, and the undersigned has requested of said company gratuitous permission to use the ground and openings beneath said Bridge No. 702 only as an under cattle-pass, and only during the pleasure of said company."

The written agreement further provides that the permission to use the pass is without any consideration, and based solely upon the terms contained in the agreement, and further provides:

"That no owner or occupant of said land shall or will, by reason of any such use, however long continued, claim any permanent right of use, or any right, title, interest or easement to, in, or over said openings; and that said railway Company, its successors or assigns, may at any time revoke such permission in any manner, and may close said openings partially or wholly, as if no such permission had ever been granted, and without liability to the undersigned, or either of them, or to any one claiming or to claim under them, by reason of any deprivation of use of such ground and openings."

Subsequent to the execution of said agreement, and I take it some time in the fall of 1905, the company abandoned Bridge No. 702 at this point, and constructed a solid embankment, with box culvert. This was done in the way of improvement, and bettering the roadbed.

It seems that Mr. Paine has one surface crossing connecting the portions of the land owned by him, and separated by the railroad, and this is the only crossing, under the law, that this company is obliged to maintain, as provided by Section 2022 of the Code.

Aside from this, as I understand it, the expense of establishing an under-crossing at this place would be out of all proportion to any sort of convenience afforded Mr. Paine, and would necessitate the raising of the track and the construction of a new bridge. While we would be very glad to accommodate Mr. Paine in this matter, if the circumstances justified it, we must respectfully decline to make the change in our roadbed which he desires.

On June 12th the Board wrote the complainant stating that, inasmuch as he had the crossing that the law provided for, the Board could not do anything further.

Des Moines, Iowa, December 2, 1907.

No. 3368—1907.

CITIZENS OF HILLSBORO ET AL.
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } Train Service on Fort Madison Branch.

Complaint filed March 24, 1906.

Petitions were received by the Board from the towns along the line of the Fort Madison branch of the Chicago, Burlington & Quincy reading as follows:

The Honorable Board of Railroad Commissioners:

We, the undersigned merchants, shippers, farmers and the traveling public generally of the town of Hillsboro and vicinity, on the line of the Fort Madison & Ottumwa Branch of the Chicago, Burlington & Quincy Railway, running from Fort Madison to Ottumwa, a distance of seventy miles, and those directly affected by the train service on said railway, do respectfully set forth the following:

That WHEREAS, the said Chicago, Burlington & Quincy Railway have broken faith with the Board and the people along the line made two years ago when asked for an exclusive passenger train service, which was then granted, but which is since constantly violated, owing no doubt, to the increased freight traffic, and

WHEREAS, said passenger train is made to do freight service, owing to the railway company having withdrawn its daily freight, much to the detriment of the shipping interests of the community, and operating only a tri-weekly service, and

WHEREAS, the daily passenger train and tri-weekly freight start from the same point in the morning and return from opposite point in the afternoon, very much to the inconvenience of the traveling public, and

WHEREAS, the Chicago, Burlington and Quincy Railway Company has turned a deaf ear to our petition for relief. We therefore entreat your honorable body which has been given ample power to correct these abuses and discriminations, to grant us a daily freight or mixed train.

We ask only a square deal, nothing more, and will be satisfied with nothing less.

This case was the subject of considerable correspondence by the Board and several hearings and finally train service was established on that branch upon request of the Board that was satisfactory to the people.

Des Moines, Iowa, December 2, 1907.

No. 3369—1907.

CITY OF SIOUX CITY
vs.
RAILWAY COMPANIES.

} Viaduct on Wall Street.

Application filed April 3, 1906.

On February 7, 1905, the city of Sioux City enacted an ordinance known as Ordinance G 885, requiring a viaduct on Wall street over the various railways, and called upon the Board of Railroad Commissioners to declare the same necessary.

The Board went quite fully into the case and on September 29, 1905, announced its decision as appears on page 32, *et seq.*, Report of the Board for 1905. In this connection the Commission stated that under the circumstances and conditions they could not say there was a public necessity for the viaduct.

April 3, 1906, the Commissioners received from the city clerk of Sioux City, Resolution No. G 2267 and Resolution No. G 2295 as follows, reopening the Wall street viaduct case:

ORDINANCE NO. G 2267.

An ordinance declaring the advisability and necessity of constructing a viaduct on Wall street from the south line of Fourth to the north curb of Grand street, at the expense of the railways hereinafter named.

Be it Ordained by the City Council of the City of Sioux City, Iowa:

Section 1. That it be and is hereby declared necessary for the safety and protection of the public to construct a viaduct on Wall street from the south line of Fourth street to the north curb line of Grand street over and above the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Chicago & North-Western Railway Company, the Illinois Central Railroad Company, the Union Terminal Railway Company, and the Iowa & Great Northern Railway Company and intervening grounds on said Wall street, according to plans and specifications prepared by the City Engineer, and that it is proposed to construct the same at the expense of said railway companies.

Sec. 2. That the City Engineer be and is hereby instructed to forthwith prepare plans and specifications for said viaduct and submit the same to the City Council for consideration so that the same may be submitted to the Board of Railroad Commissioners, as provided by law.

Sec. 3. This ordinance shall take effect from and after its passage and publication, as provided by law.

(Signed) W. G. SEARS, Mayor.

(Signed) A. A. SMITH, City Clerk.

Passed March 20, 1906.

Approved March 22, 1906.

RESOLUTION No. G 2295.

Resolution inviting the Board of Railroad Commissioners to make examination and determine whether proposed viaduct on Wall street between Fourth and Grand streets be necessary for the public safety and convenience.

Be it Resolved and Ordered by the City Council of the City of Sioux City, Iowa:

That the Board of Railroad Commissioners of the state be and is hereby invited and requested by this Council to visit and make examination of the proposed location of viaduct on Wall street between Fourth and Grand streets over railway tracks on said streets and determine as to whether such viaduct be necessary for the public safety and convenience, and that the City Clerk be and is hereby directed to notify the Secretary of the said Board of Railroad Commissioners by mail of this resolution, enclosing with such notice copies hereof for the said Secretary and each member of the said Board.

(Signed) W. G. SEARS, Mayor.

(Signed) A. A. SMITH, City Clerk.

Adopted March 20, 1906.

Approved March 22, 1906.

The Board thereupon fixed Wednesday, June 20, 1906, at 11 o'clock a.m. in Sioux City, for a hearing of this application, giving all railroads and the city due notice thereof.

The railroad companies filed their objections on June 20, 1906, to the request for a viaduct, as follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS FOR THE STATE OF IOWA.

IN THE MATTER OF THE PROPOSED CONSTRUCTION OF A VIADUCT AT SIOUX CITY.

Objections to the Construction of such Viaduct on the Part of the Chicago & North-Western Railway Company, Chicago, St. Paul, Minneapolis & Omaha, Chicago, Milwaukee & St. Paul, Illinois Central and Union Terminal Railway Company.

Now come the above named railway companies, and, in accordance with the order heretofore made by the Board of Railroad Commissioners, respectfully present the following objections to the approval of the proposed plans for a viaduct and the determination of the necessity of such viaduct by this Commission:

Ist. It is respectfully represented that there is no necessity for a viaduct at the point proposed by the City Council of the City of Sioux City, as set forth in ordinance No. G-2267, and resolution No. G-2295, providing for the construction of a viaduct on Wall street from the south line of Fourth street to the north curb line of Grand street, over and above the various railroad tracks between said terminal points, for the reason that the amount and character of travel at said point, together with the surrounding circumstances, would not justify the large expense which would be incurred in the construction of such viaduct.

2d. That the proposed viaduct would be constructed over a large area of ground not occupied by the tracks of any of the railroads that are parties to this proceeding, and such viaduct would be constructed over a large area of ground not occupied by any railroad tracks; that the power of cities to order the construction of a viaduct is limited to such viaduct as passes over or under railroad tracks, and there is no authority on the part of the City Council, or on the part of this Commission, to require the construction of a viaduct over large areas of ground that are not occupied by the tracks of railroads, or used for railroad purposes, and that no provision has been made by the City of Sioux City to bear the cost of the construction of such viaduct over the said unoccupied spaces.

3d. It is further objected that no provision has been made by the City of Sioux City, by ordinance or otherwise, that it will furnish, without cost or

expense to the railroad companies which are expected to construct such viaduct, a right of way for the approaches of the said viaduct, as provided by law.

4th. That the plans and specifications for the proposed viaduct contemplate a structure unnecessarily large and unnecessarily expensive, to accommodate the present and prospective travel over same, and are, therefore, unreasonable and unnecessary for the safety and convenience of the traveling public.

5th. It is further stated that this matter has been heretofore adjudicated by this body; that on the 2d of May, 1905, there was presented to this honorable Board, on behalf of the City of Sioux City, a request, as set forth in ordinance G-885, that this Commission determine the necessity and approve plans for a viaduct to be located at identically the same place that this proposed viaduct is to be located; that a full hearing was had upon the merits of said controversy, and that this honorable Board rendered its opinion in writing, in which it expressly declined to approve the plans and specifications as presented, and declined to find that a public necessity existed for the construction of such viaduct.

(A) That among other grounds for refusing the approval of such viaduct, this Commission found:

"We believe that if the railroad companies are required to expend this large sum of money in the construction of a viaduct, that at least the street under the viaduct as well as the adjacent streets running parallel on each side of the proposed viaduct, should be closed against surface travel thereon across the railway tracks, and that the City Council should by proper and reasonable means provide some method by which the surface travel on Iowa street and Howard street, as well as Wall street, should be prohibited and obstructed, where they are crossed by the network of tracks, and that the large travel upon these streets should be diverted to and over the viaduct, and this public travel should include all manner of vehicles, teams, foot passengers and pedestrians."

That the City Council of Sioux City has made no endeavor to comply with the conditions above stated, and no steps have been taken to prevent surface travel upon the said Iowa, Howard and Wall streets.

(B) Upon said hearing this Commission further found:

"Another question which we believe should be adjusted and settled at this time, is that of the change of the street railway from Iowa street to that of Wall street. If this viaduct is to be constructed upon the proposed plans, and a large sum of money is to be expended in its final construction so that it may admit of the street car system passing over it, then the City Council should make it certain and clear that it is its intention to require said street car system to use said viaduct; and as the law stands at the present time, that matter is not entirely within the province of the City Council, and we believe that the city should proceed to ascertain now what authority it may have in the matter."

That no steps have been taken either by the City Council or the street railway company to abandon the use of the surface of Iowa street by said street railway company, or to acquire a right of franchise upon said Wall street.

(C) This Commission further found:

"From the present showing, taking into consideration the question of the street car system as well as the failure to make any provision to eliminate public travel upon these streets, that is, Iowa, Wall, and Howard streets, the Commission could not even say there was a public necessity, if present conditions were allowed to continue and exist."

And the Commission further found:

"The Board is unanimous in its disapproval of the plans and specification, and, for the reasons stated herein, it withholds its approval therefrom, and declines to find that a public necessity exists at the present time for the construction of this proposed viaduct."

It is stated that the same objections which controlled the action of the Board upon the former hearing now exist, and there is no change in the situation, and, that, as at present presented, the question of the necessity of a viaduct and the approval of the plans of the viaduct has been adjudicated by this honorable

Commission, and no reason is presented why there should be any change in the conclusion heretofore arrived at.

6th. That the statutes under which these proceedings are now being conducted are in contravention of the Constitution of the State of Iowa, and also of the United States. They are in contravention of Section IX of Article I. of the Constitution of Iowa, in that the said sections of the statute do not provide for any hearing before any tribunal having judicial powers, in which hearing the rights of the railroad companies can be determined, and said statutes provide for the taking of the property of the railroad companies without due process of law. That said statutes are void and unconstitutional, because they violate the Fourteenth Amendment to the Constitution of the United States, in that the said statutes nowhere provide for any hearing before any judicial tribunal, and no day in court in which the rights of the railroad companies may be heard, and judicially determined; for which reason the statutes do not constitute due process of law, and provide for the taking of the property of the railroad companies without due process of law.

Wherefore, it is respectfully submitted that this honorable Commission should withhold its approval as to the necessity of the said proposed viaduct, and its approval of the plans proposed and submitted.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY,

By James C. Davis, its Attorney,

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY,

By Wright & Call, its Attorneys.

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY,

By Shell, Farnsworth & Sammis, its Attorneys.

ILLINOIS CENTRAL RAILROAD COMPANY,

By W. S. Kenyon, its Attorney.

UNION TERMINAL RAILWAY COMPANY,

By Wm. R. Begg, its Attorney.

Upon date named the Board met representatives of all parties interested in this proceeding. At the close of the hearing it was proposed to have further hearing on August 30, in Sioux City. On August 22, 1906, the Board received the following letter from Mr. A. A. Smith, city clerk of Sioux City:

At an adjourned regular meeting of the City Council held on August 21, 1906, I was directed to request you to postpone your meeting adjourned to August 30th, in this city, to some future date.

The Board granted the postponement as requested, and notified all parties. Since that date the Board has not been called upon by the city authorities of Sioux City to act in this case, and it is closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3370—1907.

NEBRASKA BRIDGE SUPPLY & LUMBER COMPANY, Omaha,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} **Interstate Rate.**

Inquiry filed April 17, 1906.

Inquiries made by the Nebraska Bridge Supply & Lumber Company as to whether upon an interstate shipment all lumber from the south to Council Bluffs it could be rebilled from Council Bluffs to points in Iowa and the local Iowa rate apply rather than be compelled to pay the through rate from original points on shipments to destination. Since the filing of

this inquiry the Interstate Commerce Commission has ruled upon this question holding in substance that when a consignee or his agent receipts for a shipment, pays the charges on same, the consignment may then be transported upon a local rate to any other point. However, an agent of the railway company may not perform this service for the consignor or consignee.

Des Moines, Iowa, December 2, 1907.

No. 3371—1907.

C. B. BROCKWAY, Matlock,
vs.
ILLINOIS CENTRAL RAILROAD COM. }
PANY. } Elevator Site.

Complaint filed April 20, 1906.

This was request for site for elevator on the right of way of the Illinois Central at Matlock. The Board placed the matter before the railway officials and after considerable correspondence and personal investigation on the part of the Board, the railway company on February 20, 1907, advised the Commission that "We have decided to grant lease to Mr. Brockway for elevator site at Matlock."

Des Moines, Iowa, December 2, 1907.

No. 3372—1907.

LANE-MOORE LUMBER COMPANY, Lau-
rens,
vs.
CHICAGO, MILWAUKEE & St. PAUL
RAILWAY COMPANY. } Overcharge—Interstate.

Complaint filed May 14, 1906.

Complainant in this case wrote as follows:

We hand you Chicago, Milwaukee & St. Paul claim No. 484550. You will understand this shipment is a car of lumber, consignor Stout-Greer Lumber Co., Thornton, Ark., consignee Lane-Moore Lumber Co., Council Bluffs, Iowa.

Upon the arrival of this car at Council Bluffs same was reconsigned, consignor Lane-Moore Lumber Company, Council Bluffs, Iowa, consignee Lane-Moore Lumber Company, Albert City, Iowa. This shipment changed ownership at Council Bluffs and therefore represents two distinct shipments, and as we paid full tariff Thornton, Ark. to Council Bluffs, Iowa, our understanding of this matter is that Iowa distance tariff should apply Council Bluffs to Albert City, and that we should not be required to pay more than this.

We hand you these papers for your investigation, and you will please advise us as to the correctness of our position.

The Board took this matter under advisement and it was the subject of considerable correspondence. Later the Interstate Commerce Commission ruled that an interstate shipment ended when the freight was paid and the goods received for by the consignee or an authorized agent of the consignee not a railway employee. Any further movement of the shipment would become local and not a part of the interstate shipment. Papers were returned to the complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3373—1907.

FARMERS' MUTUAL ELEVATOR COMPANY, Larchwood,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Elevator Site.*

Complaint filed May 28, 1906.

This was application by the Farmers' Mutual Elevator Company for site for elevator upon the station grounds of the Chicago, Rock Island & Pacific Railway Company at Larchwood. The application was presented to the railway company and was the subject of much correspondence and on July 26th the Commissioners, after notice had been given all parties, went to Larchwood, examined the premises, and heard such evidence as was offered, both for the complainants and the railway company. It was also agreed between Carroll Wright, attorney for the Chicago, Rock Island & Pacific, and Simon Fisher, attorney for the Farmers' Mutual Elevator Company, that certain witnesses might be examined subsequent to the visit of the Board, and transcribed testimony sent to the Board. This was done and the Commissioners carefully considered all phases of the case as presented.

Before the Board reached a decision in this case, the Farmers' Mutual Elevator Company purchased an elevator building already constructed, taking over the lease, which closed the case.

Des Moines, Iowa, December 2, 1907.

No. 3374—1907.

FARMERS INCORPORATED CO-OPERATIVE SOCIETY, Greene,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Elevator Site.*

Petition filed June 8, 1906.

The petitioners requested the Commission to secure elevator site for them upon the right of way of the Chicago, Rock Island & Pacific Railway Company at the station of Greene.

The Board made this case the subject of considerable correspondence, visited the premises in person which resulted in the petitioners getting what they desired.

Des Moines, Iowa, December 2, 1907.

No. 3375—1907.

STEWART LUMBER COMPANY, Denison, Iowa,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY } *Application of Local Rates on Interstate Business.*

Complaint filed June 25, 1906.

This complaint arose because the Chicago, Milwaukee & St. Paul Railway Company charged proportional of a through rate on a car of lumber

from Council Bluffs to Charter Oak, which had originated at some point in the south, instead of applying the Iowa Distance Tariff rate.

The Commissioners held that under the statement of the case as made by the complainants, Iowa Distance Tariff rate would not apply.

Des Moines, Iowa, December 2, 1907.

No. 3376—1907.

JOE H. RICKY, Mount Pleasant,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Undergrade Farm Crossing.*

Complaint filed August 14, 1906.

The complainant in this case stated that the railway company had deprived him of the use of an undergraduate cattle pass by placing a culvert and filling it in.

The matter was taken up with the railway company and it was shown that the complainant aside from the cattle pass had a statutory crossing and there not being any reason shown why there should be any extra accommodations needed on the land of the complainant, the Board took no further action.

Des Moines, Iowa, December 2, 1907.

No. 3377—1907.

B. F. WITMER, Polk City,
vs.
NEWTON & NORTHWESTERN RAILROAD
COMPANY. } *Undergrade Farm Crossing.*

Complaint filed August 20, 1906.

This was request for an undergraduate cattle-pass on the farm of Mr. Witmer and the Board took up the case with the railway company for adjustment. The Board made exhaustive investigations on the subject and found they would not be justified in ordering other than the statutory crossing which the railway company had already provided.

Des Moines, Iowa, December 2, 1907.

No. 3378—1907.

A. J. KENDIG, Winterset,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Loss of Goods in Transit.*

Complaint filed August 23, 1906.

This was claim for goods lost in transit through some local proceedings that had removed them from the custody of the railroad company. The Board investigated the matter complained of and informed the complainant they had no jurisdiction in the case.

Des Moines, Iowa, December 2, 1907.

THIRTIETH ANNUAL REPORT OF THE

No. 3379—1907.

BROWN BROTHERS, Crawfordsville,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Industry Track.*

Complaint filed September 4, 1906.

Case closed satisfactory to complainants.

Des Moines, Iowa, December 2, 1907.

No. 3380—1907.

HAMILTON BROS., Cedar Rapids,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Switching Charges.*

Complaint filed September 7, 1906.

Closed December 2, 1907.

No. 3381—1907.

CITIZENS OF BRIGHTON,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Highway Crossing.*

Complaint filed September 17, 1906.

Petitioners in this case stated that in the reconstruction of the Chicago, Rock Island & Pacific a crossing had been left in bad condition immediately south of Brighton and desired the Board to investigate it. The Board made a trip to the point in question which resulted in an agreement being entered into satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3382—1907.

FARMERS GRAIN & COAL COMPANY,
Knierim,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Elevator Site.*

Complaint filed September 25, 1906.

This was application for elevator site at Knierim which after considerable correspondence and personal visit on the part of the Board, was granted by the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3383—1907.

JOHN MACKIN, St. Anthony,
vs.
IOWA CENTRAL RAILWAY COMPANY. } Overcharge.

Complaint filed October 4, 1906.

This was complaint that overcharge had been made on shipment of live stock from St. Anthony to Chicago.

The Board took the matter up with the railway company and the claim was declined.

Des Moines, Iowa, December 2, 1907.

No. 3384—1907.

A. REIMAN, Patterson,
vs.
CHICAGO, BURLINGTON & QUINCY } Change of Name of Station.
RAILROAD COMPANY.

Complaint filed October 4, 1906.

Letter in this case follows:

I will ask a favor of you. Will you compel the Chicago, Burlington & Quincy Railway to change the name of that town of Patterson down by Burlington for we are all the time having goods shipped down there as there is no postoffice nor agent there and the stuff just lays there for a month or so before we can get it. If you need a petition to change it I will get it.

The matter was taken up by the Board with the railway company and a letter was received from Mr. Horace Patterson on November 27, 1906, as follows:

I have been notified by the legal department of the Chicago, Burlington & Quincy Railroad of this city that the Iowa Board of Railroad Commissioners notified them that they must change the name of Patterson station. Myself as well as the rest of the patrons of this station do not want the name changed. The name as well as the station was a part of the consideration for the right of way granted in September, 1869. As I am the one most interested in this station as well as its name I would like to be informed by your honorable body why you wish the change. I have notified the railroad company that I have taken the matter up with you and as soon as I hear from you I would advise them.

The railway company later advised that if the parties had agreed upon a name, they would change the name as requested, but the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3385—1907.

IRA CONGER, Cherokee,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } Elevator Site at Aurelia.

Complaint filed October 10, 1906.

This was application for elevator site and the matter was taken up by the Board with the railway company. The railway company in its reply

objected to granting site to Mr. Conger, but did grant a site to other parties which provided ample elevator facilities at that point.

Des Moines, Iowa, December 2, 1907.

No. 3386—1907.

RED OAK GAS COMPANY, Red Oak,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } Overcharge—Interstate.

Complaint filed October 18, 1906.

This was claim for alleged overcharge on shipment of gas naphtha. The Board took the matter up with the railway company and claim was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3387—1907.

C. P. WALKER, Paton,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY. } Depot Service.

Complaint filed October 20, 1906.

The complainant in this case stated that the depot was not opened for two night trains stopping at that point. The matter was taken up with the railway company. Such showing was made that the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3388—1907.

FEINER FISH COMPANY, Clinton,
vs.
ADAMS EXPRESS COMPANY ET AL. } Advance in Express Rates.

Complaint filed October 24, 1906.

This was complaint by the Feiner Fish Co. that at some points the express company had advanced rates upon their product. Pending the adjustment of this case the general assembly passed an act requiring the Board of Railroad Commissioners to fix express rates and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3389—1907.

C. A. GRANT & SON, Rolfe,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY. } Loss in Transit.

Complaint filed October 25, 1906.

This was claim for loss of coal in transit and while not having jurisdiction the Board took it up with the railway company and resulted in the loss being adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3390—1907.

E. J. INGWERSEN MANUFACTURING
COMPANY, Lyon,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} Overcharge.

Complaint filed October 29, 1906.

This was claim for overcharge on account of misunderstanding with reference to shipping mixed articles. The matter was closed up satisfactory to complainants.

Des Moines, Iowa, December 2, 1907.

No. 3391—1907.

HAGER BEOS., Baxter, Iowa,
vs.
CHICAGO, GREAT WESTERN RAILWAY
COMPANY.

} Farm Crossing.

Complaint filed November 12, 1906.

Complainants in this case desired that the respondent railway company be required to provide an undergrade crossing on land belonging to complainants, crossed by said railway company. A vast amount of correspondence followed the application to the Board. The Commissioners made personal inspection of the premises and on June 13, 1907, the complainants wrote the Board that the case had been adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3392—1907.

SPENCER BRICK & TILE COMPANY,
Spencer,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} Switching charge.

Complaint filed November 24, 1906.

Complaint was made that the Chicago, Milwaukee & St. Paul Railway Company was overcharging them on transfer of car. The matter was taken up by the Board with the railway company and reply was made by E. C. Nettels, General Freight and Passenger Agent, December 15, 1906, as follows:

No. 3399—1907.

MES. O. P. SHERMERHORN, Canton,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Loss in Transit.*

Complaint filed December 11, 1906.

This was claim for loss of fruit and household furniture in transit. The matter was taken up by the Board with the railway company and the claim adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3400—1907.

ED. SHAUB, Kenset,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Location of Scales, Bolan.*

Complaint filed December 11, 1906.

The complainant stated that shippers desired respondent railway company to put in scales at Bolan for stock shippers. The Commissioners took the matter up and found that there were scales already in place at Bolan near the stock-yards and did not feel warranted in ordering scales as requested.

Des Moines, Iowa, December 2, 1907.

No. 3401—1907.

E. F. SMITH, Wellman,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Shortage of Cars.*

Complaint filed December 12, 1906.

Complainant desired cars for hay shipment to Cairo, Illinois. Commissioners laid the matter before the railway company and cars were furnished.

Des Moines, Iowa, December 2, 1907.

No. 3402—1907.

HENRY PAINE, Decorah,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY, and
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Conditions at Afton Junction.*

Complaint filed December 12, 1906.

The complainant stated that conditions were such at Afton Junction as to make it undesirable for passengers to wait there for trains. The case was taken up by the Board with the railway company interested, and the

Board was later advised that conditions had been improved at the point in question.

Des Moines, Iowa, December 2, 1907.

No. 3403—1907.

WITMER BROS., Cedar Rapids,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Refusal to Switch Foreign Cars.

Complaint filed December 18, 1906.

Complainant stated that the Chicago & North-Western refused to receive a car for switching to industry because the car had not come over their line of railway. The matter was taken up with the Board and satisfactorily adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3404—1907.

COMMISSIONERS
vs.
WABASH RAILROAD COMPANY and
IOWA CENTRAL RAILWAY COMPANY } Sanitary Conditions at Albia Station.

Complaint filed December 18, 1906.

On December 18, 1906, the Commissioners called the attention of the railway companies interested to the fact that no water closets had been provided at or near Albia, Iowa. The railway companies assured the Commissioners that everything would be done to improve the sanitary conditions at this point.

Des Moines, Iowa, December 2, 1907.

No. 3405—1907.

C. C. BUCK, Ware,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Scarcity of Cars.

Complaint filed December 21, 1907.

Complainants in this case stated that they were unable to secure cars for shipment of grain. Attention of the company was called to the matter and the cars were furnished.

Des Moines, Iowa, December 2, 1907.

No. 3406—1907.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
vs.
GEO. M. LAMB ET AL. } Condemnation in Tama County.

Petition filed December 21, 1906.

This was petition in the usual way for right to condemn land for changing the line. The Board fixed January 11th for hearing, but before date set were notified that the matter had been adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3407—1907.

THISTLE COAL COMPANY, Cincinnati,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } Distribution of Cars.

Complaint filed December 24, 1906.

Complaint in this case follows:

We wish to call your attention to the discrimination in the distributing of cars at this place. The Consolidated Block Coal Company that is supplying the railroad company with company coal, is being supplied with all the cars necessary to run their mines full time and the other mines get only what cars the Consolidated people can't use. This is a great injustice to us and we hope that you will take steps at once to put an end to such discrimination. If your Board can't give us the relief desired at once, we will ask the courts for such relief as is necessary.

Considerable correspondence passed between the Board, the railway company and the complainant, and on February 1, 1907, the Board closed the case by the following letter:

Thistle Coal Company, Cincinnati, Iowa.

GENTLEMEN,—Replying to your favor of the 31st ult., I am directed by the Board to say:

On December 22, 1906, you wrote the Railroad Commission that the Chicago, Burlington & Quincy Railway Company was discriminating against your company and others in the distribution of coal cars, that about the same time the Railroad Commissioners received a complaint to the same effect from the Mendota Coal Company. These complaints were based upon the following statement of facts:

"The railroad company seem to have a contract with the Exline Coal Company, Exline, Iowa, and the Consolidated Coal Company, Cincinnati, Iowa, for coal, the first for 150 tons daily, the last for 100 tons daily. When there is not a full supply of cars the railroad company gives the mines loading railroad coal enough cars to fill the railroad contract. Then if there are any left, they are divided among the other operators, and the mines receiving cars for railroad coal also share in the distribution of the balance of empties, pro-rated on their tonnage over railroad contract."

On the 21st day of January, 1907, in reply to the request of this Board for information, a letter was received from the railroad company, a copy of which is enclosed.

There is no substantial disagreement as to the facts. It is undisputed that the railroad company has contracts with the Exline Coal Company of Exline and the Consolidated Block Coal Company of Cincinnati for 100 tons of coal per day each.

The railroad company claims that these contracts are "for coal for company use in that vicinity, and these orders are based on our actual requirements." There are no facts before this Board which would tend to contradict this claim.

From the records before the Commission it must be taken to be true that in the distribution of its cars the railroad company first furnishes to the mines loading company or contract coal, afterwards the remaining cars available for carrying coal are pro-rated equally between all mines in the district, including those loading company coal, on the basis of their output. No complaint is made as to the general method of distribution "on the basis of their output."

The precise question submitted to the Board is as to whether the railroad company discriminates by first furnishing cars for the loading of its own coal as per its contracts for its actual requirements.

It is the judgment of the Board that Section 2175 of the Code does not apply to the state of facts presented. The purpose of the statute is to prevent discrimination on the part of a railroad company as a common carrier among shippers, dealers and producers of coal.

The very basis of this statute is that the railroad company is in operation. It must be permitted to operate its railroad.

The state of facts presented to the Board is based on the theory that the railroad company in good faith first protects itself in the operation of its own railroad. In the opinion of this Commission it has a right to do this.

It need not be suggested that a railroad company would have no right to use the statute as a cloak or a subterfuge for favoring any particular dealer or shipper. The very essence of the statute is good faith, and that appears upon the record in this case.

The Commissioners have thus answered your questions as presented by the facts and desire me to say to you that if they can be of any further service they would be glad to have you write them.

Yours very truly,

DWIGHT N. LEWIS,
Secretary.

For the Board.

Des Moines, Iowa, December 2, 1907.

No. 3408—1907.

SPAULDING MANUFACTURING COMPANY, Grinnell,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } Overcharge.

Complaint filed December 24, 1906.

This complaint was filed under a misapprehension of the facts, and was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3409—1907.

MENDATO COAL COMPANY, Mendato,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } Distribution of Cars.

Complaint filed December 26, 1906.

This inquiry and the answer of the Board thereto is similar as in the case of the Thistle Coal Company of Cincinnati vs. Chicago, Burlington & Quincy Railroad Company.

Des Moines, Iowa, December 2, 1907.

No. 3410—1907.

I. M. JOHNSON, Maquoketa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Failure to Furnish Cars.*

Complaint filed December 20, 1906.

Complainant stated that he was unable to obtain cars for shipment of hay. The matter was taken up by the Board and cars were furnished Mr. Johnson as soon as possible.

Des Moines, Iowa, December 2, 1907.

No. 3411—1907.

BECK GRAIN COMPANY, Fremont,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY } *Failure to Furnish Cars.*

Complaint filed December 29, 1906.

Complainant stated that they were unable to get sufficient number of cars and desired the Board to help them obtain more equipment for the conduct of their business. The matter was taken up by the Board with the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3412—1907.

COMMISSIONERS
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Failure to Furnish Cars.*

In December, 1906, the Commissioners took up the matter of scarcity of cars in Iowa with the Chicago & North-Western Railway Company with the special reference to the number of cars furnished Iowa and contiguous territory from December 12th to December 22d. On December 31, 1906, Mr. F. P. Eyman, assistant general freight agent of the Chicago & North-Western Railway Company, wrote the Board submitting the statement of cars furnished, all of which is herewith set out in full:

CHICAGO, Dec. 31, 1906.

Mr. Dwight N. Lewis,
Secretary, Iowa Board of Railroad Commissioners,
Des Moines, Iowa.

DEAR SIR,—While at Des Moines last Thursday Colonel Palmer, Chairman of the Commission, spoke to me about the complaints they are having relative to car shortage in Iowa for the loading of grain, and stated that it had been intimated to the Commission that on account of the agitation in the northwest the Iowa roads were discriminating against the grain shippers in the State of Iowa, sending all their equipment to Minnesota and Dakota. I told him that I would give him a statement of the movement for the last ten days, which I was sure would indicate that our Iowa shippers were getting their full share of the cars available.

This statement from December 12th to 22d, inclusive, which I enclose herewith, shows that the total number of cars of grain loaded in Iowa during that period was 1,536 and the total loaded in Minnesota, North and South Dakota 1,643. In other words, practically as many cars were loaded in the State of Iowa as in all of the three states of Minnesota, North and South Dakota.

This I am sure will convince the Commission that there has been absolutely, so far as this line is concerned, no discrimination against our Iowa shippers.

Yours truly,

F. P. EYMAN,
Assistant General Freight Agent.

GRAIN LOADING—IOWA, MINNESOTA AND DAKOTA.

December 12, 1906, to December 22, 1906 (inclusive).

Divisions.

December	Iowa	Northern Iowa	Sioux City	Minnesota	Dakota	Iowa & Minnesota
12	69	29	42	47	76	18
13	67	23	30	45	69	21
14	51	41	33	101	68	18
15	63	34	36	88	90	11
16*	.....	.....	.....	.....	.....	.....
17	65	35	61	99	67	12
18	73	42	48	70	89	13
19	81	37	44	86	98	18
20	72	47	32	90	91	22
21	57	29	34	119	90	10
22	46	38	30	90	75	18
	643	355	390	835	808	151

* Sunday.

Total Iowa.....1,386
Total Minnesota & Dakota..1,643
Iowa & Minnesota.....151

Des Moines, Iowa December 2, 1907.

No. 3413—1907.

C. G. MESSEROLE, Gowrie, Iowa, Secretary, Farmers Grain Dealers Association,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY ET AL.

} Scarcity of Cars.

Complaint filed January 2, 1907.

Mr. Messerole acting for the Farmers Elevator Companies generally through Iowa filed many complaints of the failure of the Chicago & North-Western Railway to furnish cars at different points named by him. The Commissioners took up these complaints and made them the special subject of correspondence and personal investigation but all that was possible to be done was to induce the railway company to make special efforts to supply the elevators in Iowa with cars.

There was a general shortage of cars all over the country and from careful investigations made the Board did not find that Iowa was being discriminated against in the distribution of the available equipment.

Des Moines, Iowa December 2, 1907.

THIRTIETH ANNUAL REPORT OF THE

No. 3414—1907.

CHRIS. WILLIAMS, Stratford,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Failure to Furnish Cars.

Complaint filed January 2, 1907.

Closed January 9, 1907.

Des Moines, Iowa December 2, 1907.

No. 3415—1907.

FRANK LUTTER, Cambridge,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY } Refusal to Switch.

Complaint filed January 8, 1907.

This was complaint that the respondent railway company would not switch cars from connecting lines to be unloaded on their own team tracks. The Board has never felt justified in requiring this kind of service and the case was closed.

Des Moines, Iowa December 2, 1907.

No. 3416—1907.

W. J. CHASE, Guthrie,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Failure to Furnish Cars for Emigrant Movables.

Complaint filed January 8, 1907.

Closed January 16, 1907.

Des Moines, Iowa December 2, 1907.

No. 3417—1907.

CITIZENS OF YORKSHIRE
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY } Train Service.

Complaint filed January 9, 1907.

This was a petition that Yorkshire be made a flag stop for trains No. 1 and No. 15 going west and No. 6 going east. The Board had considerable correspondence but it was finally agreed to make Yorkshire a flag stop for No. 1 west bound and No. 6 east bound.

Des Moines, Iowa December 2, 1907.

No. 3418—1907.

MITCHELL IMPLEMENT COMPANY,
Fort Dodge,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Overcharge—Interstate.

Complaint filed January 9, 1907.

This was claim for overcharge on car of vehicles from Flint, Michigan, to Graettinger, Iowa. The case was investigated by the Board and it was found that no overcharge had been made by the railway company.

Des Moines, Iowa December 2, 1907.

No. 3419—1907.

C. A. CALDWELL, Onawa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Failure to Furnish Cars for Hay.

Complaint filed January 10, 1907.

Closed January 29, 1907.

Des Moines, Iowa December 2, 1907.

No. 3420—1907.

C. R. RICHARDSON, Cambridge,
vs.
NEWTON & NORTHWESTERN RAILROAD
COMPANY. } Farm Crossing.

Complaint filed January 10, 1907.

This complaint was presented to the Board by Gillespie & Bannister, attorneys, and was presented at once to the railway company. This complaint was the subject of a great deal of correspondence and was finally adjusted on October 12th.

Des Moines, Iowa, December 2, 1907.

No. 3421—1907.

KUNZ BROS., Wesley,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed January 12, 1907.

Closed February 7, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3422—1907.

LYMAN B. PARSHALL, Canton,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } RAILWAY COMPANY. } Overcharge—Interstate.

Complaint filed January 12, 1907.

This was claim made for overcharge on tickets which when presented to the railroad company was found to be correct and refund was made.

Des Moines, Iowa, December 2, 1907.

No. 3423—1907.

THEO. S. DELAY, Creston,
vs.
CHICAGO, BURLINGTON & QUINCY } RAILROAD COMPANY. } Viaduct.

Complaint filed January 14, 1907.

This was originally an inquiry as to what the city should do in so far as preparing for submission to the Board a plat of the proposed viaduct at the crossing of Walnut street and the Burlington Railway Company. The Commissioners advised of the steps necessary to take and on January 23d Mr. DeDelay again wrote the Board as follows:

Referring to your favor of the 14th inst. It is not possible for me to submit plans and specifications of the proposed structure as it is not yet determined whether the crossing will be by viaduct or tunnel, though there is a widely disseminated feeling that we must have a crossing at the point indicated.

It seems to be the understanding here that the most desirable method of procedure would be to secure the approbation of your Board of a crossing at the indicated point and then take up possibly with the railroad people, the determination of what kind of a crossing will be satisfactory to all parties.

In accordance with further instructions I am this day sending you, by Adams express, a plat of Creston, with the location of the proposed crossing indicated thereon and the business parts of streets shaded in pink. The nearest crossing on each side of the proposed crossing I have shaded in green.

The entire matter was presented to the railway company but on March 14th Mr. DeDelay wrote the Commission saying:

As the matter of the viaduct or tunnel in this place seems to be resting in *statu quo* for the present, will you kindly return to me, express collect, the map of this city which I sent you.

Mr. DeDelay's request was complied with and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3424—1907.

CITIZENS OF BLAKESBURG, Iowa,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } RAILWAY COMPANY. } Telephone Service.

Complaint filed January 15, 1907.

This was petition from the citizens of Blakesburg that telephone be installed at that station for the accommodation of the public, for the

reason that the station of Blakesburg is located quite a distance from the town itself. The matter was presented to the railway company and telephone was placed in the depot as requested.

Des Moines, Iowa, December 2, 1907.

No. 3425—1907.

GEO. S. HALLETT, Union,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY, } *Condition of Stock Yards at Gifford.*

Complaint filed January 15, 1907.

Complaint was made to the Board by shippers saying the stock yards at Gifford were such they were unable to accommodate the stock; that there was no water, racks, troughs nor scales; that the fence was not strong enough to hold the stock. Upon complaint being presented to the railway company Mr. R. H. Aishton said:

Our Mr. Smith, superintendent, called on Mr. Hallett and several others who are shipping from that point with the object of ascertaining what was required to put the yard in satisfactory condition. This has been ascertained and arrangements have been made to provide partitions, scale house, scale, water supply, etc., just as early in the spring as weather conditions will permit the economical prosecution of that class of work. This, we understand, is entirely satisfactory to the interested parties and the necessary instructions will be given at the proper time.

Des Moines, Iowa, December 2, 1907.

No. 3426—1907.

A. N. AHLSTRAND, Gowrie,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY, } *Private Drainage Across Railway Right of Way.*

Complaint filed January 15, 1907.

Complete correspondence in this case follows:

GOWRIE, IOWA, January 14, 1907.

Iowa Board of Railroad Commissioners,
Des Moines, Iowa.

GENTLEMEN,—I would like to be advised concerning a matter which has been causing me some trouble; it is my purpose to tile out and improve my farm and to do so it becomes necessary for me to cross the railroad right of way with a ten-inch tile.

I applied to the Chicago & North-Western Railway Company for a permit to do so; they demanded that I deposit a fee of five dollars with them to cover the expense of issuing a permit. This I acceded to, and after a delay of two months they send a contract for me to sign making me responsible for all damages, which in effect would hold me for wrecks.

This contract I cannot sign in justice to myself. I have therefore served on them the regular notice as required by law, and I would like your opinion as to whether or not you consider this law constitutional, or if you would advise me to accede to their demands, or give up the improvement of my farm.

The action I have taken is in accordance with the provision of the statute, Code section 1955. The railway company claim that this law is unconstitutional and threaten to take the matter to the courts.

Aside from making me liable for damages, the contract they ask me to sign provides that at their request I would be required to take up this tile on thirty days' notice.

Kindly advise by return mail what you think would be the best course for me to pursue in this matter; if you have any suggestions that you think would be better than to carry out the provisions of the law, kindly advise me of them.

Yours truly,

A. N. AHLSTRAND.

January 15, 1907.

Mr. A. N. Ahlstrand, Gowrie, Iowa.

DEAR SIR,—Replying to your favor of January 14th and returning herewith your notice as requested, I am directed by the Board to say that the question of the constitutionality of Section 1955 of the Code is one for the department of the Attorney General or for your own attorneys. As a Board of Railroad Commissioners they would not want to express themselves upon the constitutionality of this or any other statute, yet your attention is called to the case of Fleming vs. Hull et al., 73 Iowa, 596, and the more recent case of Oliver et al. vs. Monroe County, 90 Northwestern Reporter, page 510.

The Commissioners are of the opinion that in view of the adjudications upon the statute in question there would be no damage to you in executing the contract called for by the railway company. While there may be injustice in this contract yet it is scarcely possible that any court would construe it so as to hold you liable for damages for railroad wrecks.

Des Moines, Iowa, December 2, 1907.

No. 3427—1907.

B. F. ROBINSON, Armstrong,	}	Failure to Furnish Cars for Grain.
vs.		
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.		

Complaint filed January 18, 1907.

Closed February 6, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3428—1907.

F. M. TUTTLE, Spencer,	}	Failure to Furnish Cars at Langdon, Spencer and Greenville for Shipments of Hay.
vs.		
MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY.		

Complaint filed January 22, 1907.

This was complaint of the inability to obtain cars for shipments of hay destined to points in Florida. Investigation transpired that the difficulty lay in the Minneapolis & Saint Louis getting cars from its connections for the south shipments. Mr. L. F. Day, vice president, assured the Commissioners that everything would be done possible to move the hay promptly.

Des Moines, Iowa, December 2, 1907.

No. 3429—1907.

GEO. A. WELLS, Secretary, Iowa
Grain Dealers Association, Des
Moines,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Failure to Furnish Cars for Grain.

Complaint filed January 23, 1907.

Complaint in this case was as follows:

We have received numerous complaints from grain dealers in the northwestern part of the state in regard to the shortage of cars. For instance, at Buffalo Center, the elevator storage capacity of that town is about 125,000 bushels, sufficient to store one-third of the total yearly receipts of the station. One dealer at that station wrote me under date of January 21st that on December 19th he ordered five cars and up to date of the letter he had received only four, and that he was obliged to turn away during the previous week at least 10,000 bushels of grain. This, however, is only one instance, indicating the small supply of cars that is being provided by the Chicago, Rock Island & Pacific road, and it would seem that in the general distribution of cars on the Rock Island System, that Iowa is not receiving its share.

Is it not a fact that the statutes provide that it is the duty of the Railroad Commissioners to satisfy themselves that the railroad company in the distribution of its cars, give to this state its proportionate share of the equipment operated by such road. Kindly let me hear from you on this point and oblige.

In replying to this case the Board said on January 23d, that there was no statute making it the duty of the Railroad Commissioners to satisfy themselves that the railway company, in the distribution of its cars, gives to this state its proportionate share of the equipment operated by said road but that the Board would insist that no discrimination be practiced by any railroad company to the detriment of Iowa shippers.

Mr. Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company, in answering this complaint on February 14th, said:

With reference to the complaint of George A. Wells, regarding scarcity of cars at Buffalo Center, I have to say that upon investigation I find that we furnished at Buffalo Center during the month of January 37 cars, 24 for grain and 13 for hay. At the stations in that immediate vicinity we furnished cars as follows:

Armstrong	26 cars.
Swea City	30 cars.
Germania	36 cars.
Rake	14 cars.
Thompson	13 cars.

It will thus be seen that we have endeavored to distribute our cars fairly among the shippers at the various points. It should not be claimed that 156 cars in a month at stations of the size of those referred to is a very great scarcity.

No further complaint was made.

Des Moines, Iowa, December 2, 1907.

THIRTIETH ANNUAL REPORT OF THE

No. 3430—1907.

TOWN OF LEHIGH
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY } Maintenance of Sewer.

Complaint filed January 23, 1907.

This was a complaint that hardly warranted the interference of the Board and the railroad company and the town council were advised to reach an agreement as to the proper thing to be done. Later the Commissioners were advised that this had been accomplished.

Des Moines, Iowa, December 2, 1907.

No. 3431—1907.

J. N. WHEELER, Germania,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Failure to Furnish Cars for Hay

Complaint filed January 23, 1907.

Upon investigation it was found that Mr. Wheeler was getting his proportionate share of the cars available and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3432—1907.

WESTERN ELEVATOR COMPANY,
Winona, Minn. } Inquiry with Reference to Discrimination in the Distribution of Cars.

Inquiry filed January 23, 1907.

Inquiry was made of the Board whether track buyers of grain could insist on being furnished cars when equipment was so scarce that elevator companies could not obtain all the cars they need in the transportation of their grain. The Commissioners in answering this inquiry stated that the "track buyer" is a "person" within the meaning of the statute as well as the "manager of an elevator" and that the Board could not make any discrimination and neither could the railroad company between the two; the track buyer paying for a right to his proportionate share of the cars available as his business might warrant.

Des Moines, Iowa, December 2, 1907.

No. 3433—1907.

H. DREYER, Jr., Aplington,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY } Failure to Furnish Cars.

Complaint filed January 25, 1907.

Closed February 14, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3434—1907.

S. G. HADDOCK, Hornick,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Overcharge and Damage.

Complaint filed January 25, 1907.

This was claim for excess charges and broken tombstone. The Board asked for further information with reference to the matter but it was not forthcoming and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3435—1907.

RICHARDS ELEVATOR COMPANY,
Richards,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } Failure to Furnish Cars for Grain.

Complaint filed January 28, 1907.

This was an alleged discrimination against the grain houses at Richards in favor of Rockwell City in the distribution of cars. Complaint was taken up with the company but it was not found that any discrimination had been practiced against Richards shippers.

Des Moines, Iowa, December 2, 1907.

No. 3436—1907.

TRIPOLI INDUSTRIAL ASSOCIATION,
Tripoli,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY and WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY. } Joint Rates.

Complaint filed January 29, 1907.

This was complaint that joint rates were not made by the railway companies respondent hereto. The matter was taken up by the Board with the railway companies interested but later the Commissioners promulgated rates applicable in Iowa and this case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3437—1907.

S. H. POLK, Sidney,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } Overcharge—Interstate.

Complaint filed January 30, 1907.

This was claim for alleged overcharge on live stock from South Omaha, to Percival. The claim was presented to the railway company on February 18, 1907, the Commissioners were advised it had been adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3438—1907.

THOS. LYNCH ET AL., North Buena Vista,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } Condition of Stock Yards.

Complaint filed January 31, 1907.

This was complaint that the condition of the stock yards of North Buena Vista was such that shippers could use them with no convenience. The Commissioners took the matter up with the railway company and Mr. W. A. Underwood, general manager, on March 4th, wrote as follows:

Since the receipt of your letter the matter has been thoroughly investigated and our superintendent and division freight and passenger agent have met the complainants on the ground and gone over the situation thoroughly.

On account of physical conditions there is no way by which we can add to our facilities without heavy and unreasonable expense. The owners of property which it is necessary for us to acquire in order to expand are reluctant in disposing of the ground and in fact will not sell at any figure. Our line runs between the river and the bluff and the stock-yards track can neither be moved or extended.

On Thursday, January 20, 1907, the Board inspected the premises and found the company owned no land favorable for stock yards in any different location than as at present.

Des Moines, Iowa, December 2, 1907.

No. 3439—1907.

THOS. H. BEGGS ET AL., Kanawha,
vs.
IOWA CENTRAL RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed January 31, 1907.

Closed February 13, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3440—1907.

FARMERS ELEVATOR COMPANY,
Kingsley,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 1, 1907.

Closed February 9, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3441—1907.

J. M. PORTER & SON, Fairmount,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 2, 1907.

Complainants stated that they were having difficulty in getting cars. The matter was taken up by the Board with the railway company and it transpired that they wished foreign cars for shipments on lines other than the Chicago, Rock Island & Pacific. Cars were finally furnished as desired.

On September 12, 1907, complaint was made again with reference to inability to get cars. Upon being taken up with the railway company the request for cars was complied with.

Des Moines, Iowa, December 2, 1907.

No. 3442—1907.

W. A. BLEAKLEY, Grant Center,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 4, 1907.

Closed.

Des Moines, Iowa, December 2, 1907.

No. 3443—1907.

J. A. GRAY, Onawa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Failure to Furnish Cars.

Complaint filed February 5, 1907.

Closed February 13, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3444—1907.

J. H. CHARLTON, Rolfe,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } Failure to Furnish Cars.

Complaint filed February 6, 1907.

Closed February 23, 1907.

Des Moines, Iowa, December 2, 1907.

THIRTIETH ANNUAL REPORT OF THE

No. 3445—1907.

GEO. S. LOFTUS, St. Paul, Minn.
vs.
CHICAGO, ROCK ISLAND & PACIFIC } Failure to Furnish Cars.
RAILWAY COMPANY.

Complaint filed February 6, 1907.

Closed February 23, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3446—1907.

SLOAN ELEVATOR COMPANY, Sloan,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } Failure to Furnish Cars.
COMPANY.

Complaint filed February 6, 1907.

Closed February 15, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3447—1907.

Wm. SENF, Latimer,
vs.
IOWA CENTRAL RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 9, 1907.

Complainant stated that his elevator was full of grain and that on account of his inability to get cars he was losing money. Complaint was taken up at once with the railway company and adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3448—1907.

MRS. SARAH A. WORTMAN, Grinnell,
vs.
IOWA CENTRAL RAILWAY COMPANY. } Condition of Right of Way Fence.

Complaint filed February 9, 1907.

Complainant stated that right of way fence was in bad repair. When the attention of the railway company was called to the complaint, proper repairs were made.

Des Moines, Iowa, December 2, 1907.

BOARD OF RAILROAD COMMISSIONERS

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No. 3449—1907.

HENRY HAHN, Mallard,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL- }
ROAD COMPANY. } Failure to Furnish Cars.

Complaint filed February 9, 1907.

Complaint was made for Mr. Hahn by Mr. C. G. Messerole, secretary of the Farmers Grain Dealers Association of Iowa. There seemed to be some misunderstanding with reference to loading of cars and obtaining of foreign cars.

The Commissioners after much correspondence got the matter adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3450—1907.

MEDBERRY & DARNELL, Hornick,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL }
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 11, 1907.

Complaint was made of discrimination in furnishing cars but upon investigation it was found that no discrimination had been practiced but that complainants were suffering from a general shortage of equipment.

Des Moines, Iowa, December 2, 1907.

No. 3451—1907.

AUGUST LAU & Sons, Klemme,
vs.
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 12, 1907.

Closed February 28, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3452—1907.

F. S. LIVERMORE, Buffalo Center,
vs.
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 13, 1907.

Complainant stated on February 13th, that the Chicago, Rock Island & Pacific Railway Company had furnished him but two cars since January 15th although he had ordered twenty cars and was ready to load them in forty-eight hours. The matter was taken up at once with the railway

company and Mr. C. J. Wilson, superintendent, on February 23d said that they were very short of empty box cars but were doing everything they could to supply the demand. On March 1st the Commissioners were advised that Buffalo Center had loaded fifty box cars from January 1st to March 1st.

Des Moines, Iowa, December 2, 1907.

No. 3453—1907..

EDWARD GALBRAITH, Webb,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 13, 1907.

Closed February 20, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3454—1907.

L. E. MILLER, Sinclair,
vs.
ILLINOIS CENTRAL RAILROAD COM-
PANY. } Failure to Furnish Cars.

Complaint filed February 16, 1907.

Case closed.

Des Moines, Iowa, December 2, 1907.

No. 3455—1907.

CITIZENS OF ORAN
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } Condition of Stock Yards.

Complaint filed February 19, 1907.

This was a petition through Sager & Sweet asking that the Chicago Great Western Railway be required to furnish better stock yard facilities at Oran. The case was taken up by the Board with the railway company and the Board was advised by the railway company that they had authorized improvements made at the stock yards that were satisfactory to the complainants.

Des Moines, Iowa, December 2, 1907.

No. 3456—1907.

S. C. MOORE, Elmore, Minn.

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Failure to Furnish Cars at Ger-
mania.

Complaint filed February 20, 1907.

Commissioners presented the complaint to the railway company with the result that cars were furnished as soon as the company could get the equipment.

Des Moines, Iowa, December 2, 1907.

No. 3457—1907.

C. OTTOSEN ET AL., Ottosen,

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Train Service.

Complaint filed February 20, 1907.

This was request for passenger trains known as No. 606 and No. 619 stop at Ottosen. The matter was taken up by the Board with the railway company. After considerable correspondence had been had the railway company finally agreed to stop train No. 619 at Ottosen to discharge passengers from Livermore and beyond and to stop on flag to receive passengers from Emmetsburg and beyond. This arrangement was satisfactory to the complainant.

Des Moines, Iowa, December 2, 1907.

No. 3458—1907.

OLIVER J. HOFFMAN, Sigourney,

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Failure to Furnish Cars.

Complaint filed February 21, 1907.

Closed March 16, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3459—1907.

G. BECKMAN, Hull,

vs.

CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

} Failure to Furnish Cars.

Complaint filed February 22, 1907.

This was complaint for failure to get cars for shipment of live stock. The matter was taken up at once with the railway company and everything possible was done by the Commission to get cars.

Des Moines, Iowa, December 2, 1907.

No. 3460—1907.

J. A. METCALFE, Sac City,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Train Service.

Complaint filed February 23, 1907.

Complaint was made by the Board as follows:

The past three months the North-Western Railroad train that brings the United States mail in has been from one to three hours late, in Sac City; this train is the 9 A.M. train that comes up from Carroll.

I understand the cause of it is that they have an old engine that they can't get up steam if it is below zero.

Can't you do something for us. We can't get out mail half the time until noon.

The case was presented to the railway company and on March 19th Mr. R. H. Aishton, general manager, said:

Referring to your letter of February 25th. The delay complained of is primarily due to the disarrangement of schedules which usually occur during the winter months, which coupled with the fact that our fuel supply was not what we would like to have it.

Since your letter was received, however, the conditions have materially improved in both respects and schedule of train handling mail into Sac City a great deal more evenly maintained, special instructions to that effect having been issued.

All of our people understand that they must be on the alert to get this train through Sac City on time.

Copy of the foregoing was furnished the complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3461—1907.

V. C. HEMENWAY, Spirit Lake,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Delay in Transit.

Complaint filed February 25, 1907.

Complaint was made that car of hard coal from Chicago had been delayed in transit since February 14th. The Commissioners were advised that the car reached its destination on February 23d, date of Mr. Hemenway's letter.

Des Moines, Iowa, December 2, 1907.

No. 3462—1907.

C. E. EVERWEIN, Palmer,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY } Failure to Furnish Cars.

Complaint filed February 26, 1907.

Closed March 8, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3463—1907.

T. B. LUTZ, Mapleton,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY } Discrimination in the Use of Stock
Yards.

Complaint filed February 26, 1907.

Complaint in this case was as follows:

The Chicago, Milwaukee & St. Paul Railroad Company maintain and operate a small stock-yards and switch to the same about one mile west of this place on the farm of Peter Lamp.

These stock-yards and switch have been used by the farmers and the public for shipping and receiving stock at this place.

As the yard is on the land of said Peter Lamp, he is discriminating as to what farmers shall use the yards for shipping. He has prevented one G. A. Smith from shipping from this point but permits others to do so.

This, we think, is an unjust discrimination and call your attention to the facts so the matter may be inquired into and prevented in the future.

Attention of the railway company was called to this complaint and on June 4, 1907, the Board received the following letter from Mr. W. J. Underwood:

Referring to your letter dated February 26th with reference to the complaint recently filed by T. B. Lutz, of Mapleton, regarding alleged discrimination in the use of the stock-yards located about one mile west of there:

Our investigation of the matter discloses the following: About ten or twelve years ago Mr. Peter Lamp who owns a farm one mile west of Mapleton and is a stock feeder and shipper, made application to this company for a side track for unloading and loading stock. The matter was taken up in the usual way and a side track laid on our right of way and a four-pen stock-yards with chute and scales erected by this company on land owned by Mr. Lamp.

At the time it was distinctly understood that any and all shippers might load stock through these yards so long as the facilities remained there. It seems that last fall some of the employees of Mr. Bennett when loading stock went into Mr. Lamp's orchard and took some apples. They had some words in regard to this after which Mr. Lamp refused to allow Mr. Bennett to use the yards.

Mr. Bennett, it seems, handles the range and stock business of Mr. Smith. The complaint, therefore, is the natural outgrowth of a personal matter between the parties interested. Superintendent Beardsley, however, has just been on the ground with Mr. Lamp and Mr. Bennett, and patched up matters between these two gentlemen so that loading of Mr. Smith's business may be resumed as heretofore and we do not anticipate there will be any further trouble.

A copy of this was sent the complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3464—1907.

C. PARKER, Fredericksburg,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY } *Farm Crossing.*

Complaint filed February 26, 1907.

The case was presented to the railway company and on April 22d Mr. M. C. Woodruff writing the Commissioners for the Chicago Great Western Railway Company, said that the entire case had been referred to the general manager with the expectation that he would direct the crossing to be made. Later the Commissioners noted the crossing was provided the complainant as desired.

Des Moines, Iowa, December 2, 1907.

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No 3465—1907.

H. G. KING, Mount Union,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY } *Interstate Rates.*

Complaint filed February 27, 1907.

Complainant stated that there was a difference in rates charged on yellow pine, cypress, red cedar posts, etc., to the different points along the Chicago, Burlington & Quincy to the detriment of the dealers at Mount Union. While the conditions complained of were interstate the Board laid the complaint before the officials of the Chicago, Burlington & Quincy Railroad Company, and the following explanation was made by Mr. Geo. H. Crosby, freight traffic manager of the respondent railway company:

In further reply to your letter of February 27th regarding complaint from H. G. King of Mount Union, Iowa.

Mr. King has been misinformed as to the cement rate, which is 9 cents per 100 pounds, Hannibal, Mo., to New London, Iowa, not 6 cents. That is to say, the rate on cement from Hannibal to New London is 1 cent higher than to Mount Union.

The rate on lumber from the South to New London is 26 $\frac{1}{2}$ cents per 100 pounds; to Mount Union 28 $\frac{1}{2}$ cents. The Ottumwa rate fixes our New London rate, account being an intermediate point. We would not reduce the rate to Mount Union without a corresponding reduction at Winfield, which is Mr. King's principal competition. This southern lumber comes through the St. Louis gateway. The distance from St. Louis to Mount Union is 242 miles, as against 233 miles to New London, so that the difference does not seem to be seriously out of line, everything considered, especially as Mr. King is on a parity with Winfield, and furthermore, has an advantage of 1 cent per 100 pounds in the cement rate.

Mr. King was furnished a copy of the foregoing letter.

Des Moines, Iowa, December 2, 1907.

BOARD OF RAILROAD COMMISSIONERS

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No. 3466—1907.

FILLA BROS., Solon,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed February 28, 1907.

Closed March 19, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3467—1907.

M. P. MILLER, Davenport,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } Train Service Des Moines to Os-
ceola.

Complaint filed March 1, 1907.

Mr. M. P. Miller complained that the train service on the Des Moines and Omaha Branch of the Chicago, Burlington & Quincy was inadequate to the needs of the public, that the coaches were cold, etc.

The matter was taken up by the Board with the railway company and it was found that at the time concerning which complaint was made that the car was cold, the day was a very cold one and the stoves seemed inadequate to heat the entire coach. The railway company stated effort would be made in the future to remedy this fault.

Des Moines, Iowa, December 2, 1907.

No. 3468—1907.

FARMERS ELEVATOR COMPANY,
Holland,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed March 1, 1907.

Cars were furnished and case closed.

Des Moines, Iowa, December 2, 1907.

No. 3469—1907.

ANDERSON & MOEN, Estherville,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed March 1, 1907.

Complaint was made of their inability to obtain cars on the Dakota Division of the Rock Island. Mr. C. J. Wilson, superintendent of that

division, replied that while there was a general shortage he believed that division was obtaining their proper share of the equipment that was available.

The Board made a personal investigation of the matter complained of and did not find that any discrimination was being practiced against the Dakota division.

Des Moines, Iowa, December 2, 1907.

No. 3470—1907.

L. ZUNDEL, Monroe,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed March 2, 1907.

Complainant stated on March 2d that he had had his emigrant movables ready for shipment to South Dakota and had been waiting two or three weeks to get a car. The matter was taken up locally with Mr. Shackell, commercial agent, who advised the Board on March 5th that the car had been furnished.

Des Moines, Iowa, December 2, 1907.

No. 3471—1907.

A. B. MALLIOTT, Minburn,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Failure to Furnish Cars.

Complaint filed March 4, 1907.

Complainant stated that he was unable to obtain Chicago & North-Western cars through the Minneapolis & Saint Louis for shipment of emigrant movables on points on the line of the Chicago & North-Western in South Dakota. Mr. R. H. Aishton for the railway company responded that they were so short of equipment on their own line they could not at that time deliver empties to the Minneapolis & Saint Louis.

The matter was subsequently adjusted and the goods were forwarded.

Des Moines, Iowa, December 2, 1907.

No. 3472—1907.

FRANK CONROY, Conroy,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed March 4, 1907.

Complainant stated that he was unable to get car for shipment of hay although he had been trying since January 24th. It transpired that what Mr. Conroy desired was a Chicago, Burlington & Quincy car to be sent to Streator, Illinois, and the respondent railway company had been unable to obtain a car over their connection, however, the matter was adjusted by the company allowing one of its own cars to go with the shipment.

Des Moines, Iowa, December 2, 1907.

No. 3473—1907.

ROBERT CLARK, New Sharon,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Claim for Overcharge.*

Complaint filed March 4, 1907.

Complaint was made that there had been overcharge on shipment of emigrant movables and live stock.

The matter was taken up by the Board and investigated and it was found that an overcharge had been made which was refunded by the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3474—1907.

BURT FARMERS EXCHANGE COMPANY,
Burt,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 5, 1907.

Complaint was made that there was great shortage of cars at the station of Burt and they desired the Commissioners to take immediate action. The claim was made that Burt was being discriminated against.

From statements furnished by the railway company of the number of cars furnished it appeared that there was no discrimination practiced although there was no doubt about there being a shortage.

Des Moines, Iowa, December 2, 1907.

No. 3475—1907.

L. A. SURBER, Prairie City,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY and CHICAGO,
MILWAUKEE & SAINT PAUL RAIL-
WAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 5, 1907.

Complainant stated that he had been unable to obtain cars for shipment of his emigrant movables although the order had been placed for two weeks. The matter was taken up at once with the railway companies and the car was furnished March 5th.

Des Moines, Iowa, December 2, 1907.

No. 3476—1907.

J. HANSON ET AL., Monroe,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY } Failure to Furnish Cars.

Complaint filed March 5, 1907.

Complaint was made by Mr. Hanson for himself and others located on the Dow City Branch of the Rock Island that they were unable to obtain cars for shipment of grain, etc. In response to this complaint the company sent a complete statement of the cars furnished on the branch from January 1st to March 20th, inclusive, which would indicate that the branch was not being discriminated against.

Des Moines, Iowa, December 2, 1907.

No. 3477—1907.

THE HOG SAVER COMPANY,
Cedar Rapids. } In Reference to Classification on
Poultry Roosts and Mite Traps.

Complaint filed March 7, 1907.

Complainants desired third rate on their product which upon examination of amendments was found had already been granted by Amendment 3 to Iowa Classification No. 13 effective October 1, 1906.

Des Moines, Iowa, December 2, 1907.

No. 3478—1907.

C. O. DAVIS, Keota,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY } Failure to Furnish Cars at Harper.

Complaint filed March 7, 1907.

Complaint was made that respondent railway company had failed to furnish four cars ordered at Harper, Iowa, although the order had been in fifteen or twenty days. It transpired that the cars were desired for points off the line of the railway company, but while the respondent company assured the Board that they would do everything possible to get the cars for Mr. Davis, during the prevailing scarcity they could not allow their cars to leave their lines.

Des Moines, Iowa, December 2, 1907.

No. 3479—1907.

JAMES FENLON, Des Moines,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Overcharge—Interstate.

Complaint filed March 11, 1907.

Complaint was made by Mr. Fenlon of overcharge on car of coal from Empire, Kentucky, to Dexter, Iowa. He figured his overcharge on the basis of the L. & N. rate from Empire to St. Louis, Wabash rate from St. Louis to Des Moines and Chicago, Rock Island & Pacific rate from Des Moines to Dexter.

Correspondence developed that the Chicago, Rock Island & Pacific Railway had charged its proportion on a through haul rather than the local rate Des Moines to Dexter. The following letter from A. W. Eberhart, division freight agent, of the Rock Island, will explain the situation. This being an interstate matter the Board assumed no jurisdiction and the case was closed. Before closing the case, however, the Board called the attention of the railway company to the ruling made by the Interstate Commerce Commission on November 16, 1906, Tariff Circular 6—4:

"It is believed to be proper for the Commission to say that if called upon to formally pass upon a case of this nature it would be its policy to consider the through rate, which is higher than the sum of the locals between the same points, as *prima facie* unreasonable, and that the burden of proof would be upon the carrier to defend such higher through rate."

Des Moines, Iowa, December 2, 1907.

No. 3480—1907.

R. C. BIRCHARD, Kellogg,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Depot Platform.

Complaint filed March 11, 1907.

Complaint was made of the bad condition of the depot platform at Kellogg. The railway company in answering this complaint stated that, as soon as spring permitted, a permanent platform would be placed at this station.

Des Moines, Iowa, December 2, 1907.

No. 3481—1907.

D. J. FOSTER, Ringstead,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Failure to Furnish Cars.

Complaint filed March 12, 1907.

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Complainant stated that he was unable to get two Great Northern emigrant cars although the order had been placed several weeks previous. The railway company stated that they were unable to get the Great Northern cars and unless they were forthcoming at once they would permit their own cars to take care of the business.

Des Moines, Iowa, December 2, 1907.

No. 3482—1907.

FARMERS ELEVATOR CO., Aurelia,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY } *Elevator Site.*

Complaint filed March 12, 1907.

Complainant stated that February 9th they had applied for elevator site on the Illinois Central railroad but up to date had been unable to obtain the ground. The Commission called the attention of the railroad company to the matter and on March 29th the Board was advised that the company had concluded to grant the site as requested.

Des Moines, Iowa, December 2, 1907.

No. 3483—1907.

MITCHELL IMPLEMENT COMPANY,
Fort Dodge,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 13, 1907.

Complainant stated that the railway company demanded four cents additional per 100 pounds on shipment of wagons from Lansing provided they were furnished in Illinois Central cars. The Board advised them that there was nothing to warrant the Chicago, Milwaukee & Saint Paul Railway in making such a charge and the complaint was laid before the officials of the railway company for answer.

Mr. W. J. Underwood, general manager, in replying, stated:

Replying to your letter of the 21st ult., relative to complaint of the Mitchell Implement Company and I. O. Rudd & Company of Lansing in regard to furnishing car for shipment of trucks and which also has reference to an increased freight rate.

On March 12th Rudd & Company ordered a car to be loaded for Fort Dodge but failed to give the routing. The order was placed with the Chicago Great Western Company for one of their cars, as we assumed the shipment would move via Dubuque, in which case it would be quite proper of the Great Western Company to furnish the car as it would secure the longest haul.

When our local officers at Dubuque learned that there was a difference in the freight rate and that the car should be routed via Mason City, our agent at Lansing was immediately instructed to furnish one of our furniture cars and it was furnished the following day; namely, March 13th.

I trust this will satisfactorily dispose of the complaint.

Copy of the answer was furnished the Mitchell Implement Company, the Board writing them as follows:

"Replying to yours of April 6th, there is nothing at present in the Iowa law permitting the long line to meet the short line rate between points in this state, if by so doing they should make a mileage rate different from the charges on other portions of the line. A year ago the legislature passed a law permitting this to be done, but owing to some defect in it, the Governor vetoed it."

Des Moines, Iowa, December 2, 1907.

No. 3484—1907.

FARMERS CO-OPERATIVE COMPANY,
Armstrong,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed March 13, 1907.

Case closed March 21, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3485—1907.

ECONOMY FARM RECORD COMPANY,
Newton,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } Storage Charges.

Complaint filed March 14, 1907.

Complaint was made that there were excessive storage charges on shipment of books that they declined to pay and the company desired the Board to take the matter up and get the shipment released.

The Board laid the case before the railroad company and later the Commissioners were advised that the storage charges had been cancelled.

Des Moines, Iowa, December 2, 1907.

No. 3486—1907.

S. C. ALLEN, Laurens,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint was filed March 14, 1907.

Complainant stated that he was unable to obtain cars for shipment of potatoes that were apt to spoil unless cars were furnished immediately. The Commissioners took the matter up by telegraph and on March 20th Mr. Allen advised the Board that cars had been furnished.

Des Moines, Iowa, December 2, 1907.

No. 3487—1907.

CITIZENS OF LOTHROP
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Maintenance of Station.

Complaint filed March 19, 1907.

The citizens of Lothrop and vicinity petitioned the railway on March 4, 1906, that they build and equip a suitable building as depot for the citizens of Lothrop "as per agreement between your company and citizens of surrounding country at the time when you secured right of way."

Later the matter was presented to the Board of Railroad Commissioners and the case was taken up with the railroad company. Mr. Carroll Wright, attorney of the Chicago, Rock Island & Pacific Railway Company, answering the complaint, said:

Referring to the complaint of certain parties living near the town of Lothrop. I write now to ask that you request these parties to state the nature of the agreement which they claim exists between this company and the citizens of the surrounding country in reference to the maintenance of a station at that point. The complaint states that this agreement was secured at the time we procured our right of way.

Up to this time I have been unable to find any evidence of any such contract or agreement, and I wish the interested parties would give me such information to enable me to ascertain the facts.

The Commissioners requested the parties interested to supply the information desired by Mr. Wright but it was not forthcoming and the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3488—1907.

GEO. A. WELLS, Secretary, Iowa
Grain Dealers Association, Des
Moines,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY } Failure to Furnish Cars at Chatsworth.

Complaint filed March 20, 1907.

Complaint was made by Mr. Wells in behalf of grainshippers at Chatsworth, Iowa, who claimed that they were not being furnished their rightful share of cars. The Commissioners took the matter up at once with the railway company and Superintendent Beardsley advised the Commission that he had instructed the train dispatcher to do everything possible to furnish cars at Chatsworth at the earliest date possible.

Des Moines, Iowa, December 2, 1907.

BOARD OF RAILROAD COMMISSIONERS

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No. 3489—1907.

W. L. DeCLOW, Cedar Rapids,
vs.
IOWA CENTRAL RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed March 20, 1907.

Closed.

Des Moines, Iowa, December 2, 1907.

No. 3490—1907.

L. & H. GOEPPINGER, Boone,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } Delay in Transit.

Complaint filed March 22, 1907.

The Commissioners took this case up at once with the railway company and assurance was given that the cause for complaint would be removed.

Des Moines, Iowa, December 2, 1907.

No. 3491—1907.

M. P. MILLER, Davenport,
vs.
ILLINOIS & IOWA RAILWAY COMPANY. } Maintenance of Station near Le Claire.

Complaint filed March 25, 1907.

The complainant desired that the electric railway company make a "stop" station one mile west of Le Claire at regular road crossing.

Replying to the application Mr. P. P. Crafts, general manager, stated:

Mr. Miller is in error when he states that we do not stop at other than regular town stations, as there are a number of stops outside of the towns. Our stops average approximately two miles apart, but in the particular case mentioned our stop nearest to the point mentioned by Mr. Miller is one mile east of Le Claire, the next stop approximately 1½ miles west at a station named Tile Works, which is an out of town stop. It is only necessary for Mr. Miller to travel one mile to reach the nearest station.

The Board closed the case without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3492—1907.

D. A. FENN & COMPANY,
Salem,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } Failure to Furnish Cars.

Complaint filed March 26, 1907.

Closed April 13, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3493—1907.

BUERKENS MANUFACTURING COM-
PANY, Pella,
vs.
WABASH RAILROAD COMPANY. } Failure to Furnish Cars.

Complaint filed March 27, 1907.

Closed March 28, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3494—1907:

E. B. WOODBUFF, Knoxville,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Overcharge—Interstate.

Complaint filed March 28, 1907.

Claim was filed under misapprehension of the rates actually in force
and no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

No. 3495—1907.

G. R. ENGELHARDT, Saint Olaf,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Undergrade Cattle Pass.

Complaint filed March 30, 1907.

Complainant desired that he be furnished an undergrade cattle pass.
It was found, however, that this was impracticable and the complainant
accepted a regular crossing as provided by the Iowa statute.

Des Moines, Iowa, December 2, 1907.

No. 3496—1907.

Wm. Dana, Dana,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } Farm Crossing.

Complaint filed April 1, 1907.

This was request for farm crossing which was granted.

Des Moines, Iowa, December 2, 1907.

No. 3497—1907.

CHAS. STARRETT, Newton, and
C. L. Trout, Kellogg,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Train Service at Amboy.

Complaint filed April 1, 1907.

This was request that Amboy be made a flag station on the line of the respondent railway. It developed that there was no business at the point in question and that it was a passing track merely for the meeting and passing of trains.

Des Moines, Iowa, December 2, 1907.

No. 3498—1907.

CHAS. GRESS ET AL., Fenton,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Failure to Furnish Cars for House-
hold Goods.

Complaint filed April 1, 1907.

Closed April 2, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3499—1907.

SOUTH MUSCATINE LUMBER COMPANY,
Muscantine,
vs.
MUSCATINE NORTH & SOUTH RAIL-
WAY COMPANY. } Switching Charges.

Complaint filed April 2, 1907.

Complaint was made by Mr. R. C. Schenck, secretary of the South Muscatine Lumber Company, of a rate of \$2.50 per car for switching, on the Muscatine North & South Railway, that Mr. Howard stated that they would be glad to charge a less rate if the Board of Railroad Commissioners would permit, that they had formerly paid \$1.00 per car, etc. On receipt of complaint Mr. Schenck was advised that there must be

some mistake as the Commissioners had made no such ruling. The attention of Mr. Howard of the Muscatine North & South Railway Company was also called to this complaint and he was asked to state why such a statement had been made to the complainants. It transpired that there was a misunderstanding with reference to this switching and on July 31st the Commission wrote the complainants asking whether they cared to continue the case. No reply has been received and the case is closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3500—1907.

SEEFELDT & HOBSON, Red Oak,
vs.
WABASH RAILROAD COMPANY.

} Demurrage Charges.

Complaint filed April 4, 1907.

There seemed to be some misunderstanding with reference to storage charges and the case was canceled.

Des Moines, Iowa, December 2, 1907.

No. 3501—1907.

W. N. YODERS, Ankeny,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY.

} Complaint of Failure to Rebuild
Overhead Highway Crossing in
Polk County.

Filed April 6, 1907.

Mr. W. N. Yoders, postoffice Ankeny, Iowa, township trustee, called at the office of the Board and stated that about seven miles from Des Moines on the highway from said city to Bondurant, the respondent railway company had maintained an overhead bridge until about a year and a half ago when said company was permitted to remove said bridge for the purpose of replacing with a more substantial structure; that since that time permanent piers have been constructed but nothing further has been done, and in consequence of which it is necessary to drive in a very dangerous and inconvenient place in order to cross the railroad; that from fifty to one hundred teams cross the railroad at this point every day as it is the main traveled road from Des Moines to Bondurant and the country beyond; that not long ago a man had a horse killed by slipping and falling at this place; that teams get stuck in muddy weather and in fact the crossing is almost impassable in its present condition; that the company has repeatedly promised to rebuild the bridge but up to the present time has failed to do so; that the people using the road are complaining bitterly and he believes that something should be done at once.

The Board took this matter up with superintendent of the Great Western, Mr. C. L. Nichols, on same date as filed and Mr. Nichols stated that the material was ready; that orders had been given to attend to this immediately and that in a very days work would begin upon the new structure.

Des Moines, Iowa, December 2, 1907.

No. 3502—1907.

ARION MILL COMPANY, Arion.
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Industry Track.*

Complaint filed April 9, 1907.

Complainants desired industry track to their mill connecting with railway.

The matter was taken up by the Board with the railway company.

Considerable correspondence followed and on Tuesday, June 18, 1907, on the premises the Commissioners met the parties interested and an agreement was practically reached that the railway company would construct a spur track to mill, furnishing all materials. The mill company to do all the grading, pay for the ties and the cost of labor in laying track.

With this understanding the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3503—1907.

I. M. JOHNSON, Maquoketa.
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY, and CHICAGO
& NORTH-WESTERN RAILWAY COM-
PANY. } *Failure to Furnish Cars for Hay*

Complaint filed April 9, 1907.

Closed April 18, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3504—1907.

AULTMAN ENGINE & THRESHING COM-
PANY, Cedar Rapids. } *In the Matter of Rates on Engines*
} *Returned.*

Complaint filed April 11, 1907.

Complainants stated that they were having difficulty in having proper classification applied on engines returned. On July 10th the Commissioners wrote this company sending application blanks for re-classifica-

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tion on items involved to which no response was made. On September 18th the Board again addressed the complainants and upon hearing nothing from them the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3505—1907.

GEO. WILDE, Dubuque,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY } Loss in Transit.

Complaint filed April 13, 1907.

This was claim for loss in transit of one barrel of preserved fruit. The Commissioners laid the claim before the railroad company and on April 22d the attorney for Mr. Wilde advised the Commission that assurance had been given by the railway company of early adjustment.

Des Moines, Iowa, December 2, 1907.

No. 3506—1907.

CENTRAL LUMBER AND COAL COMPANY, Dubuque
vs.
MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY } Failure to Furnish Cars.

Complaint filed April 15, 1907.

Closed.

Des Moines, Iowa, December 2, 1907.

No. 3507—1907.

CITIZENS OF GRAND JUNCTION
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Gates at Crossing.

Petition filed April 16, 1907.

Petition in this case was as follows:

To the Honorable Board of Railroad Commissioners at Des Moines, Iowa.

We, the undersigned citizens of the incorporated town of Grand Junction, Iowa, petition your honorable body to use all means within your power to have the Chicago & North-Western Railway Company to place gates upon and across what is known as 16th street, 13th street and 9th street, crossing said tracks, for the safety of public travel and citizens of Grand Junction, Iowa, and vicinity, that this petition be forwarded with your request that said gates be constructed over said streets by the Chicago & North-Western Railway Company, at once.

W. J. SMITTLE AND OTHERS.

On the same date the mayor and councilmen of Grand Junction also petitioned the Board.

The matter was taken up at once by the Board with the railway company and on August 3d the Commissioners were advised that the necessary protection at these crossings had been arranged for proposed installation of crossing gates at the 9th, 13th and 16th street crossings.

Des Moines, Iowa, December 2, 1907.

No. 3508—1907.

J. G. WHEELER, Battle Creek,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Overcharge.

Complaint filed April 19, 1907.

Claim was made for overcharge on shipment of mixed car of hogs and sheep from Battle Creek to Sioux City. It transpired through correspondence that there was evidently some misunderstanding as the rules provided that where sheep and hogs were shipped together the car takes the sheep rates with the hog minimum. The case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3509—1907.

GRAHAM PAPER COMPANY, Saint
Louis, Mo.,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Overcharge.

Complaint filed April 19, 1907.

This complaint was based on the fact that the interstate rate across the State of Iowa on paper is less than the rate made by the Board on paper. The Commissioners on a later date adjusted the Iowa rate to meet the interstate competition.

Des Moines, Iowa, December 2, 1907.

No. 3510—1907.

MARSHALLTOWN BUGGY COMPANY,
Marshalltown,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Overcharge—Interstate.

Complaint filed April 24, 1907.

Complaint was made that in receiving car of lumber from Scottsburg, Indiana, the Chicago & North-Western charged 19 1-2 cents while on the other roads the rate was 15 cents. The matter was taken up by the Board with the railway company and refund of overcharge was made.

Des Moines, Iowa, December 2, 1907.

No. 3511—1907.

FELIX H. PICKWORTH, Anamosa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Overcharge—Interstate.

Complaint filed April 25, 1907.

Complaint was made of alleged overcharge on shipment of chairs furnished from Eau Claire, Wis., to Anamosa. The Board presented the claim to the railway company and it was found that overcharge had been made which was refunded.

Des Moines, Iowa, December 2, 1907.

No. 3512—1907.

LOONAN LUMBER COMPANY, Sioux Falls, S. D., vs. GREAT NORTHERN RAILWAY COMPANY. } Delay in Shipment of Shingles.

Complaint filed April 25, 1907.

Complaint was made that shipment of shingles had been on the way from Cloverdale, British Columbia, since December 16, 1906.

While the Commissioners did not assume jurisdiction in the case, the claim was called to the attention of the Great Northern Railway and on April 30th the Commissioners were advised that the car had reached its destination.

Des Moines, Iowa, December 2, 1907.

No. 3513—1907.

B. A. HARDIN, Knoxville,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } Farm Crossing.

Complaint filed April 30, 1907.

The complainant desired an open crossing on his farm connecting the two farms lying on either side of the railroad tracks. The matter was taken up by the Board with the railway company and satisfactory arrangements were made between the land owner and the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3514—1907.

C. F. BRUECK, Battle Creek,
vs.
CHICAGO, SAINT PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY. } Loss of Live Stock in Transit.

Complaint filed May 1, 1907.

The complainant by his attorney, W. C. Strock of Des Moines, stated that in a shipment of cattle from St. Paul to Battle Creek, Iowa, wrong-

ful routing was responsible for shrinkage, making a total damage of \$124.60. While the case was one over which this Board had no jurisdiction, it was taken up with the railroad company. The company stated that the delay to the shipment was unavoidable "due to the fact that we have no direct connection for shipments of stock from Elmore, Minn., to Jewell Junction, Iowa. The stock was handled on first trains and was properly cared for while on the Northern Iowa Division."

With this explanation the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3515—1907.

KELLEY CANNING COMPANY,
Waverly,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } Failure to Place Car on Industry Track.

Complaint filed May 6, 1907.

The complainants stated that the railroad company would not place cars on its private track as the necessities of its business demand, etc. The Commissioners took the case up with the railway company with the result that on June 1, 1907, the complainant wrote the Board that the matter had been adjusted to its satisfaction.

The case was therefore closed.

Des Moines, Iowa, December 2, 1907.

No. 3516—1907.

V. R. LANE, West Liberty,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } Damage in Transit.

Complaint filed May 8, 1907.

Complaint was made that an automobile had been damaged in transit. While this was not a case over which the Board could exercise jurisdiction, the claim was taken up with the railroad companies and adjusted to the satisfaction of complainant.

Des Moines, Iowa, December 2, 1907.

No. 3517—1907.

FARMERS' ELEVATOR COMPANY,
Badger,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } Shortage of Cars.

Complaint filed May 8, 1907.

Complainants stated that they were unable to get sufficient number of cars for their shipments of grain to their great inconvenience and

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damage. The case was taken up with the railroad company and adjustment was made.

Des Moines, Iowa, December 2, 1907.

No. 3518—1907.

J. E. BALES & SON, Stockport,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY } *Overcharge and Loss in Transit.*

Complaint filed May 8, 1907.

Complaint was made that the respondent railway company would not return stock free from a fair because there had elapsed more than ten days from the original date of shipment. The matter was taken up by the Board with the railway company and it was found that the published tariffs of the company provide that property to be returned free from a fair must be returned within ten days after the close of the fair. The complainant was advised of the published tariffs and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3519—1907.

ALBERT C. MEITZEN ET AL., Avoca,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Train Service.*

Complaint filed May 10, 1907.

Petition in this case was filed by Mr. Fremont Benjamin, attorney of Council Bluffs, Iowa, requesting that certain trains stop at Avoca that were not at that time scheduled to stop there. The matter was taken up with the railway company and the company agreed to make stops as requested.

Des Moines, Iowa, December 2, 1907.

No. 3520—1907.

E. H. CAMPBELL, Battle Creek,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Overcharge.*

Complaint filed May 14, 1907.

Complainant in this case stated that a shipper from the town of Battle Creek believed that he had been overcharged by the railway company on a mixed car of oats and barley. The matter was taken up and investigated and it was found that no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

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No. 3521—1907.

W.M. CHANDLER ET AL., Princeton,
vs.
IOWA & ILLINOIS RAILWAY COMPANY. } *Location of Wapsie Station.*

Complaint filed May 14, 1907.

Petitioners stated that the present location of Wapsie station was inconvenient and that it should be moved to a point designated in the petition in order to better accommodate the public.

The matter was taken up by the Board with the railway company and a member of the Commission visited the place in question. The station was moved in accordance with the request of petitioners and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3522—1907.

H. H. HAYNE, Marshalltown,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed May 14, 1907.

This was complaint that the company had not properly maintained right of way fence. The matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3523—1907.

KREUTZER & WASEM, Marshalltown,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Delay in Transit.*

Complaint filed May 18, 1907.

Complaint was made regarding delay in shipment of car of shingles. The matter was taken up with the railway company and satisfactory explanation for delay was made.

Des Moines, Iowa, December 2, 1907.

No. 3524—1907.

JOHN E. DAVIS, Clarinda,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } *Public Use of Private Stock Yards*

Complaint filed May 21, 1907.

The complaint in this case was as follows:

On the line of the Keokuk & Western Railroad (formerly the Humeston & Shenandoah Railroad), a part of the Chicago, Burlington & Quincy system at that point about two miles east of Norwich, and at a point near the northwest

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corner of section 9-68-38, there is a stock pen and switch maintained by said road. Most of this section is owned by one S. S. Lingo, but the stock pen is on the right of way of the railroad company and could be so constructed that it could be used by the public without entering upon the land of Lingo. The stock pen has been used by the public, by shippers and all persons except those who have in some way incurred the dislike of S. S. Lingo.

Now I have a client, one John E. Davis, and Lingo will not allow him to load his stock there, nor will he allow shippers to ship stock bought from my client from said pen. Now it seems to me that this is a discrimination that no road should be allowed to make and one that should come under your jurisdiction. I know that the road claims that the stock pen is private property of S. S. Lingo but we are prepared to prove that others use it and that the road keeps up the pen. Please look the matter up and let us hear from you.

Filed by Orr & Turner, attorneys. The matter was taken up by the Board with the railroad company and after considerable correspondence had been had, arrangements were made for shipping stock, satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3525—1907.

E. F. HENSEL, Wall Lake,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Farm Crossing.

Complaint filed May 21, 1907.

Complainant stated that he had no farm crossing connecting his meadow with the rest of his land. The matter was taken up with the railroad company and the crossing was furnished.

Des Moines, Iowa, December 2, 1907.

No. 3526—1907.

L. S. HELPHREY, Newton,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Right of Way Fence.

Complaint filed May 23, 1907.

Complainant stated that he had been trying unsuccessfully for some time to get the railway company to repair right of way fence. Upon the attention of the railway company being called to the complaint, proper repairs were made.

Des Moines, Iowa, December 2, 1907.

No. 3527—1907.

FRANK B. SPENCE, Ames,
vs.
AMERICAN EXPRESS COMPANY } Express Rates.

Complaint filed May 23, 1907.

Complaint was made on the charges on a five gallon ice cream packer from Marshalltown to Ames compared to the charge made from other

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points the same distance. The matter was taken up with the express company and the matter adjusted to the satisfaction of complainant.

Des Moines, Iowa, December 2, 1907.

No. 3528—1907.

C. J. IVES, Fort Dodge,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Overcharge.

Complaint filed May 27, 1907.

Complaint was made that there had been overcharge on shipment of household good from Muscatine to Fort Dodge. The matter was investigated by the Board and as there seemed to be an overcharge the railway company was asked to make refund, which on July 5, 1907, complainant acknowledged they had done.

Des Moines, Iowa, December 2, 1907.

No. 3529—1907.

DES MOINES CASKET COMPANY,
Des Moines,
vs.
ADAMS EXPRESS COMPANY. } Inequalities in Express Rates.

Complaint filed May 28, 1907.

Complainant stated that there were some irregularities in rates on their products from Des Moines and asked that adjustments be made. The matter was taken up with the express company and on July 12, 1907, the complainant stated that they were satisfied with the results of the Board's action and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3530—1907.

P. P. COLE, Charles City,
vs.
ILLINOIS CENTRAL RAILROAD COM- } Inquiry with Reference to Cattle
PANY. } Pass.

Inquiry filed May 29, 1907.

This was an inquiry with reference to the right of the land owner to require a cattle pass. Answer was made quoting the statutes and the decision of the courts and the rights of the Board thereunder.

Des Moines, Iowa, December 2, 1907.

No. 3531—1907.

OREL JONES, Township Clerk, Loveland, Iowa,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY } *Dangerous Highway Crossing.*

Complaint filed June 6, 1907.

Petition in this case was as follows:

The undersigned residents of Harrison and Pottawattamie counties state that we are users of the certain public highway near Loveland, Iowa, Pottawattamie county, center section 3-44-77, in which the Illinois Central Railway Company proposes to erect a masonry arch, and that the proposed construction upon said highway would endanger the lives and property of persons using said highway, and we most earnestly protest against said proposed construction and ask your honorable body to investigate and compel said company to make said proposed construction such that the rights of the public will be protected.

The Board took the matter up with the railway company and final answer to this complaint was made by Mr. J. T. Harahan, president:

I beg to advise that plans for the proposed structure were submitted to the highway commissioners and approved by them, but when the work was started the grand jury of Pottawattamie county, Iowa, indicted this company upon complaint of some residents in that territory. The matter was handled by our district attorney at Fort Dodge and was adjusted by our agreeing to make the arch two feet wider than at first proposed. The original plans proposed a sixteen-foot arch, and the revised plans provided for an eighteen-foot arch.

Complainants were informed and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3532—1907.

THOS. J. MARTIN, Westfield,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY } *Elevator Site.*

Complaint filed June 7, 1907.

Complainant stated that he had asked several times for a site for an elevator and the railway company had not answered. Later the Commissioners were advised by the railway company that they would grant a site provided the complainant would build an elevator of the proper capacity and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3533—1907.

GEORGE E. WAGNER, Faulkner,
vs.
IOWA CENTRAL RAILWAY COMPANY } *Abandonment of Station.*

Complaint filed June 10, 1907.

Complainant wrote the Board that the railway company had threatened to abandon the station of Faulkner. The matter was taken up with

the railway company and Mr. L. F. Day, vice president, said that it was not the intention of the railway company to abandon the station. The complainant was so advised and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3534—1907.

CITIZENS OF DEDHAM
vs.
CHICAGO, MILWAUKEE & SAINT PAUL }
RAILWAY COMPANY. } Train Service.

Petition filed June 11, 1907.

This was petition that trains numbers 11 and 6 stop at that place on signal. The matter was taken up by the Board with the railway company, and arrangements were made to have trains stop as requested.

Des Moines, Iowa, December 2, 1907.

No. 3535—1907.

M. T. McEvoy, Emmetsburg,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL- }
ROAD COMPANY. } Loss in Transit.

Complaint filed June 13, 1907.

The complainant stated that an incubator had been lost in transit and desired that it be located. The Board took the matter up with the railway company and on August 8, 1907, Mr. L. G. Scott, auditor, advised the Board that the incubator had been received by the consignee.

Des Moines, Iowa, December 2, 1907.

No. 3536—1907.

FARMERS' ELEVATOR COMPANY,
Wightman,
vs.
CHICAGO GREAT WESTERN RAILWAY }
COMPANY. } Failure to Furnish Cars.

Complaint filed June 13, 1907.

Complainant stated that they could not get sufficient cars to ship grain. The matter was taken up with the railway company with the result that the cars were furnished as desired.

Des Moines, Iowa, December 2, 1907.

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No. 3537—1907.

RILEY A. TALCOTT, Arion,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Shortage of Cars.*

Complaint filed June 13, 1907.

Complainant stated that he was unable to obtain cars for the shipment of sand and gravel. The matter was taken up with the railway company and cars were furnished as requested.

Des Moines, Iowa, December 2, 1907.

No. 3538—1907.

FARMERS' ELEVATOR COMPANY,
Akron,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Elevator Site.*

Application filed June 15, 1907.

This was an application of the Farmers Grain Company for site for elevator. The Commissioners took the matter up with the railway company at once and on June 18th, the Board met the parties interested at Akron, where it was agreed that the site would be granted for elevator provided the Farmers' Elevator Company could not, for a reasonable price, buy the Hunting warehouse.

Des Moines, Iowa, December 2, 1907.

No. 3539—1907.

C. L. BRILL, Emerson,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Train Service.*

Complaint filed June 25, 1907.

Complaint was made that the railway company did not give the town of Emerson proper train service. The matter was taken up by the Board with the railway company and it was seen that the town was given good local train service and that what they desired was that some of the fast through trains be required to stop. It appeared to the Board that the town was given good train service on the present schedule and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3540—1907.

GEORGE W. HEALEY & SON, Dubuque,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Refusal to Bill Freight to Massey
Station.

Complaint filed June 28, 1907.

The complainants wrote the Board as follows:

The Chicago, Milwaukee & St. Paul Railway Company refuse to accept freight for shipment to Massey, Iowa, a station on their line about six miles below Dubuque. Is there any way we can get them to make this stop?

The Board investigated the matter and found there was no regular station at Massey and the complainants were advised that the railway company is not bound to accept freight except when consigned to regular stations.

Des Moines, Iowa, December 2, 1907.

No. 3541—1907.

C. T. KISOR, Oskaloosa,
vs.
IOWA CENTRAL RAILWAY COMPANY. } Private Crossing.

Complaint filed June 29, 1907.

Complaint in this case was filed by Messrs. Bolton & Bolton, attorneys, and was as follows:

C. T. Kisor owns land in the northeast quarter of section 1, Prairie township, Mahaska county, Iowa, through which land the Iowa Central Railroad runs. Kisor's land is off the public highway at that point. He has a right of road way through Mrs. Hitzman's land as a public easement or road way, which right of way or road way is of record and has been for a number of years. This was his line of egress and ingress to his lands. At one time Kisor owned this Hitzman land and he reserved this right of way when he sold the land to Mrs. Hitzman.

The Iowa Central Railroad Company has raised their grade over this public road from four to five feet making it absolutely impossible for him to cross even on horseback. They refuse to give him his right to cross the land and we desire your Board to investigate this and make such orders as will protect his rights in the land.

The case was taken up by the Board with the railway company and on October 14th, Mr. L. F. Day, vice president, replied as follows:

Referring to your letters of July 1st and 31st, regarding a complaint made by Mr. C. T. Kisor relative to the alleged blocking of a roadway in Mahaska county, Iowa, near the North Skunk river.

Our engineer has just been able to interview Mr. Kisor and investigate his complaint. I attach a copy of a sketch made to show the situation. The road which Mr. Kisor claims this company has blocked, approaches the public road way near its intersection with this company's track, but does not cross our track. Our grade at this intersection was raised in 1903, and the public roadway graded up accordingly. We heard nothing at that time from Mr. Kisor, nor since, until your letter of July 1st, and we cannot learn that Mr. Kisor has ever used this old road way, as he has another road leading from his house across the company's right of way and track.

Mr. Kisor informed our engineer that he desired this company to provide him a connection with the public road way, the connection to cross our right

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of way and track at either one of the places shown in red ink on the sketch. Of course we do not care to endanger public safety by the establishment of unnecessary road crossings, and furthermore, we do not understand where Mr. Kisor has any claim whatever against this company, as the question of the connection of his road with the public highway is one in which we have no concern, since his road does not cross our property.

Copy of this letter was sent to Bolton & Bolton at once and inasmuch as it did not appear to the Board that it had any jurisdiction in this case it was closed.

Des Moines, Iowa, December 2, 1907.

No. 3542—1907.

F. C. GILMORE, Mayor, North McGregor,
vs. } CHICAGO, MILWAUKEE & SAINT PAUL RAILROAD COMPANY. } Flagman at Crossing.

Complaint filed July 9, 1907.

Complainant in this case stated that a flagman was needed at the Mill Crossing in the town of North McGregor on account of the amount of switching done by the railway company. The Board examined the crossing in question and upon recommendation the company issued a special bulletin to train and engine men instructing them to use every care possible to avoid likelihood of accidents and unnecessary delay to teams or foot passengers. The complainant was notified of this action of the company and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3543—1907.

SAYLOR COAL COMPANY, Des Moines,
vs. } NEWTON & NORTHWESTERN RAILROAD COMPANY. } Switching Charge at Ames.

Complaint filed July 10, 1907.

Complaint was made in this case that the respondent railway company was charging regular Iowa Distance Tariff Rate from Ames to College on freight received from the Chicago & North-Western Railway, while complainant felt a switching charge only, should be made. The Board had some correspondence on this matter and on July 31st wrote the complainant as follows:

Referring to your complaint to this Board of July 9th I beg to advise that the Commission has announced its decision in a case similar to yours, brought by the Boone Brick, Tile & Paving Company, in which they held that the services performed by the Newton & Northwestern Railway Company from Ames to the station of Campus on the college grounds is a haul and not a switch, and the company is therefore entitled to charge the mileage rate. Your complaint is therefore closed on the records of the Board.

Des Moines, Iowa, December 2, 1907.

No. 3544—1907.

FRANK DEKLOTZ, Kirkman,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY } Train Service.

Complaint filed July 10, 1907.

The complainant desired that the fast mail train be required to stop on signal at Kirkman. The matter was taken up by the Board with the railway company and Kirkman was made a flag stop by the train as requested.

Des Moines, Iowa, December 2, 1907.

No. 3545—1907.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
vs.
A. A. GORDON, Emmet County, Iowa. } Condemnation.

Petition filed July 11, 1907.

Notice for hearing in this case was given for the 19th of July. The Board did not grant certificate in this case, however, as parties made settlement.

Des Moines, Iowa, December 2, 1907.

No. 3546—1907.

BEATRICE CREAMERY COMPANY, Des Moines,
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY } Delay in Transit—Cream.

Complaint filed July 11, 1907.

Complaint was made that the railroad company was not properly handling cream shipments from stations on the Grant City branch destined to Des Moines. The Board took the matter up with the railroad company and arrangements were made to handle cream shipments in accordance with the desires of the complainant.

Des Moines, Iowa, December 2, 1907.

No. 3547—1907.

JAMES FENLON, Des Moines,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } Overcharge—Interstate.

Complaint filed July 12, 1907.

Complaint was made in this case of alleged overcharge in the shipment of coal from New Empire, Kentucky, to Earlham, Iowa. The Board

did not claim jurisdiction in the case but presented the claim to the railway company who declined to pay it on the ground that no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

No. 3548—1907.

GUY R. CAMPBELL, Emmetsburg,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } Overcharge—Passenger Fare.

Complaint filed July 13, 1907.

Complainant stated that he had overpaid on passenger fare from Manilla to Emmetsburg, and desired that refund be made him by the railway company. The matter was taken up by the Board and refund was made.

Des Moines, Iowa, December 2, 1907.

No. 3549—1907.

W. H. RANSON, Van Wert,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } Crossing—Alley.

Complaint filed July 13, 1907.

Complainant desired that the railroad company be compelled to furnish a crossing at a certain alley in the town of Van Wert. Before taking the case up with the railroad company the Board asked for further information from Mr. Ranson, and as the information was not furnished the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3550—1907.

CHISHOLM & EVANS COMPANY, Keo-
kuk,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } Refusal to Receive Cars.

Complaint filed July 18, 1907.

This complaint resulted from some misunderstanding with reference to routing of shipment and was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3551—1907.

HENDERSON BROTHERS, Traer,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } Overcharge.

Complaint filed July 18, 1907.

This complaint concerned an alleged overcharge on interstate business. Though the Board had no jurisdiction in the matter the case was presented to the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3552—1907.

G. W. DOUTHART, Hillsboro,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Undergrade Farm Crossing.*

Complaint filed July 18, 1907.

Complaint in this case was as follows:

I have a matter which I wish to call your attention to and that is a private underground crossing on my farm. We granted the railway company the right of way across our eighty acres of land on three conditions:

1st. We were to have an over-crossing in the middle of the farm. (This railroad, the Chicago, Burlington & Quincy by name, divides our eighty acres in the middle and leaves forty acres on each side of the track.)

2d. An underground crossing at the east side under a bridge which is plenty high for stock to pass under.

3d. A pass over the road for one year, but the under-crossing they have not put in and I can't get them to do it so far. It would be a great convenience to me in passing my stock from one side of the track to the other.

The matter was taken up by the Board with the railroad company and through Mr. W. D. Eaton, attorney for Iowa, said company on July 23d replied as follows:

I have looked into this matter and we are unable to agree with Mr. Douthart's claim that he has a contract for an under-crossing. He owns land on both sides of the railroad and is entitled to a grade crossing. He has such a grade crossing now. In addition to this he wants an under-crossing at one of our bridges. Although we are under no obligations to give this to him, we would be willing to permit him to use the ground under this bridge as an under-crossing, with the understanding that when we conclude to add to the safety of the railroad by either filling this bridge, in whole or in part, or in some other way reduce the size of the opening so that it is no longer available as an under-crossing, that we shall retain the right to do so. In other words, we are willing to let him use the opening as an under-crossing with the understanding that we are to retain control of what shall be done there in the future. I think the probabilities are that it will be some time before any change will be made in our bridge at this place. This is the best that we can do for him.

The Commissioners on July 26th, in closing this case, wrote Mr. Douthart as follows:

Replying to your letter of July 24th, I beg to refer you to a letter from this office of July 18th where it was stated that the proper course for you to pursue if you desire to enforce the terms of the contract is to bring suit in a court of proper jurisdiction. This Commission has no authority to enforce contracts.

You will observe what Mr. Eaton says, that they will allow you to use this bridge for an under-crossing until such time as it is necessary to fill the same. If you desire to do this he will undoubtedly see that proper arrangements are made for you to use it.

Des Moines, Iowa, December 2, 1907.

No. 3553—1907.

FARMERS' ELEVATOR COMPANY,
Badger,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } Site for Coal Sheds.

Complaint filed July 20, 1907.

The Farmers' Elevator Company desired site for coal sheds at Badger. The request was laid before the officers of the railroad company and site was granted as requested.

Des Moines, Iowa, December 2, 1907.

No. 3554—1907.

JOSEPH TRETTER, Marshalltown,
vs.
IOWA CENTRAL RAILWAY COMPANY.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } Drainage.

Complaint filed July 20, 1907.

Complainant stated that the respondent railways had stopped up certain waterways which had damaged his property on Seventh street in Marshalltown. The matter was taken up with the railway companies and waterways were cleaned. No further complaint has been made.

Des Moines, Iowa, December 2, 1907.

No. 3555—1907.

GEORGE E. McGREW, Selma,
vs.
UNITED STATES EXPRESS COMPANY. } Overcharge—Interstate.

Complaint filed July 20, 1907.

Complaint was made of overcharge on shipment of turkeys from Douds, Iowa, to Bethany, Missouri. The claim was taken up with the United States Express Company and satisfactorily adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3556—1907.

SNAKE CREEK COAL COMPANY, Rip-
pey,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } Failure to Furnish Cars.

Complaint filed July 24, 1907.

Complainants stated that they were having difficulty in getting cars sufficient for their shipments of coal and asked the assistance of the Board. The Commissioners took the matter up with the railway company and the trouble was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3557—1907.

PELLA BRUSH COMPANY, Pella,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY } *Interstate Rates.*

Complaint filed July 26, 1907.

Complaint was made of the rate on rice root brush fibre from Mexico City, Mexico, to Pella, Iowa, with especial reference to the excess charge from St. Louis to Pella. The matter was presented to the railway company and Mr. T. H. Simmons, General Freight Agent, advised the Board that it would be taken up direct with the complainants for proper adjustment.

Des Moines, Iowa, December 2, 1907.

No. 3558—1907.

R. T. McCREADY ET AL., Cherokee,
vs.
ILLINOIS CENTRAL RAILROAD COM- } *Train Service.*
PANY.

Complaint filed August 22, 1907.

Complaint was made in this case as follows:

I do not think that you are aware that the Illinois Central Railroad Company are requiring one-fourth of the people traveling on their trains, at least on trains No. 101 and 102, to stand up. Still it is true, and every day is the same. Last P.M. twenty-seven were standing up when I arrived here, for I was on the train, and nine of them were ladies.

In the morning the same train going west, before it arrived at Sioux City had forty-seven standing up. There were only two day coaches on that train and the Clipper was taken off over a month ago. Please ask any man that travels on this end of the road, who is not a railroad man, and he will tell you the same story.

The Commissioners presented the complaint to the railway company with the suggestion that if the statements made were true, such action be taken as to remove any cause for similar complaints in the future. In response thereto the Board received the following letter from Mr. C. B. Fletcher, dated September 9, 1907:

Your letter of September 5th, addressed to Superintendent Jones at Fort Dodge, has been referred to me, by him. In answer to the same I beg to say that the condition of our equipment has been and is now very good. That they have been somewhat crowded is true in many cases, but these matters are more or less exaggerated to you.

Since the complaints mentioned in your letter there have been placed in trains 101 and 102, one more coach, which amply cares for all the travel. I have also requested another coach to be placed on trains 104 and 121. This should more than care for the travel on these trains.

So far as replacing the Clipper train is concerned, I have no jurisdiction in the matter, as this is handled by the general officers in Chicago.

I note that the principal complaint made by Henry Young is of inadequate accommodations on the Dubuque Division, which should be referred to F. J. Bechley, Superintendent, Dubuque.

The complaint made by R. T. McCready was referred to me by the general superintendent in Chicago and I have replied to him.

The complainants thanked the Commission for their action in the matter and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3559—1907.

FARMERS' UNION ELEVATOR COMPANY
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Elevator Site.*

Complaint filed August 23, 1907.

APPLICATION FOR ORDER REQUIRING THE TIEDEMAN ELEVATOR COMPANY TO MOVE ITS ELEVATOR SO THAT THE SPUR TRACK OF THE COMPLAINANT CAN BE LENGTHENED.

The Board met upon the premises in controversy on Wednesday, September 24, 1907. There were present, N. S. Ketchum, chairman and W. L. Eaton of the Board; R. H. Aishton, general manager of the Chicago & North-Western Railway Company and other officials of the road and representatives of the complainant.

After a careful examination of the premises and a full conference between all parties in interest, in view of the inadvisability of requiring the Tiedeman Elevator Company to move its plant a satisfactory arrangement was entered into between the complainant and the defendant railway company by which the railway company agree to perform double switching for the complainant and the application to this Board is dismissed and the case is closed.

Dated September 27, 1907.

No. 3560—1907.

C. L. PERCIVAL COMPANY, Des Moines,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Refusal to Receive Shipment of Hides.*

Complaint filed August 24, 1907.

The complainants asked the Board what authority the Chicago & North-Western Railway Company had to refuse to ship hides, stating that they had had trouble with various agents of the railway company. The matter was taken up by the Board with the railway company and such action was taken as to remove cause for complaint.

Des Moines, Iowa, December 2, 1907.

No. 3561—1907.

IN THE MATTER OF PROPOSED INCREASE OF RAILWAY AND EXPRESS RATES ON
CREAM.

On August 27, 1907, protest was received by the Board as follows:

To the Honorable State Board of Railroad Commissioners,
Des Moines, Iowa.

PROTEST.

Protest against the raise in cream rates proposed by the various railroads and express companies doing business within the State of Iowa.

WHEREAS: The various railroads and express companies doing business within the State of Iowa and carrying cream as express and baggage within the state, have given notice of the rates charged and to be collected for carrying cream as aforesaid as express and baggage. Said raise in cream rates to be effective on or about September 14, 1907.

WHEREAS: Said increase in cream rates averages about thirty per cent (30 per cent).

WHEREAS: This increase in rates if allowed to go into effect will have to be borne by the producers of cream; and

WHEREAS: This increase of rates is arbitrary and no reason has been assigned that would justify.

THEREFORE, The undersigned receivers of cream shipped by themselves and by the producers of cream and owning and operating creameries within this state and being vitally and deeply interested in this state in the dairy interests of the state, very respectfully ask your honorable body:

1. To deny said increase in said rates.

2. However, if deemed necessary by your honorable body that a hearing be had on the matters contained in this protest, that a day be set in the reasonably near future, due notice being given all parties, for the purpose of determining the right and justice of the matters presented.

3. And we further humbly ask your honorable body to order the various railroads and express companies doing business in this state and carrying cream as aforesaid, to desist and abstain from putting into force and effect the said proposed rates until after this matter is finally determined and adjusted

McRay Brothers, Des Moines, Iowa.

J. W. Fowler, Grinnell, Iowa.

Andrew Wood Company, Rockwell City, Io Va.

A. Wood Creamery Co., Davenport, Iowa.

Manning Creamery Co., Manning, Iowa.

D. Fairmont Creamery Co., Denison, Iowa.

J. D. Bickle Produce Co., McGregor, Iowa.

J. D. Bickle Produce Co., Mason City, Iowa.

Farmers' Co-operative Produce Co., Des Moines, Iowa.

E. B. Higley Co., Mason City, Iowa.

Iowa Cold Storage Co., Clinton, Iowa.

S. P. Pond Co., Keokuk, Iowa.

Des Moines Creamery Co., Des Moines, Iowa.

Clarinda Poultry, Butter and Eggs Co.

Clarinda Poultry, Etc., Co., Leon, Iowa.

Clarinda Poultry, Etc., Co., Creston, Iowa.

J. L. Humphery, Jr., Humeston, Iowa.

A. R. Loomis, Fort Dodge, Iowa.

Dairy City Creamery Co., Manchester, Iowa.

S. P. Wadley Co., Dubuque, Iowa.

Gureu Barth Co., Cedar Rapids, Iowa.

The matter was taken up at once by the Board with the various railway and express companies interested requesting that they do not put into effect in Iowa the proposed rates until the Board had acted upon the matter. The Railway and express companies acceded to the request of the Board and later the entire matter was transferred to the courts and so far as the present case is concerned it may be considered closed.

Des Moines, Iowa, December 2, 1907.

No. 3562—1907.

J. L. BILLINGS, Olivet,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Maintenance of Station.*

Complaint filed August 28, 1907.

Petition was received in this case stating that depot accommodations at that point were not sufficient for the public desiring to use the same; that the depot was kept locked, etc. The railway company made answer to the complaint and the petitioners were furnished a copy of the same. The case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3563—1907.

JOSEPH MATTES, Odebolt,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Overcharge.*

Complaint filed August 28, 1907.

This was complaint of overcharge on small shipment and the case being presented to the railway company, adjustment was made satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3564—1907.

FARMERS' COAL AND GRAIN COMPANY,
Havelock,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Elevator Site.*

Complaint filed August 29, 1907.

Complainants desired site for elevator. The Board took the matter up with the railway company and finally brought about an adjustment that was satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3565—1907.

N. G. O. COAD, Hull,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Delay in Transit.*

Complaint filed September 4, 1907.

Complaint was made of delay in shipment of car of gasoline. The matter was taken up with the railway company and on September 14th, Mr. Coad advised the Board that his car had been received.

Des Moines, Iowa, December 2, 1907.

No. 3566—1907.

H. D. ALVORD, Fort Dodge,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } *Farm Crossing.*

Complaint filed September 5, 1907.

Complainant stated that planking had been removed from his private crossing and he wished to have it replaced. The complaint being presented to the railway company planks were provided as requested.

Des Moines, Iowa, December 2, 1907.

No. 3567—1907.

W. G. BLOCK COMPANY, Muscatine,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Application of Local Rate on
Through Shipments.*

Complaint filed September 9, 1907.

Complainant inquired the right of the shipper to reconsign freight in transit in order to obtain the charge of a low local rate on a through shipment. The questions involved in this complaint have already been answered by the Interstate Commerce Commission holding that this may be done only when freight is received for by the consignee or accredited agent of the same not an employe of the railway company, and all charges paid.

Des Moines, Iowa, December 2, 1907.

No. 3568—1907.

FARMERS' ELEVATOR COMPANY, Mount
. UNION.
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Shortage of Cars.*

Complaint filed September 13, 1907.

Complaint was made of inability to obtain cars promptly for shipment of grain. It was at a time when an unusual amount of grain was being

shipped but the Board took the matter up with the railway company and requested that something be done to relieve the situation and furnish equipment as ordered. Adjustment was made to the satisfaction of everyone concerned and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3569—1907.

THOMAS NELSON, Ewart,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed September 20, 1907.

Complainant stated that the right of way fence along his farm was in very poor condition. The matter was taken up with the railway company and the fence was repaired.

Des Moines, Iowa, December 2, 1907.

No. 3570—1907.

MARTIN BOHRISCH, Marshalltown,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed September 21, 1907.

Complainant through his attorney, Henry Stone, Marshalltown, stated that there was no right of way fence along his land and desired that same be constructed. The matter was presented to the railway company and later it was understood that fence was built as desired.

Des Moines, Iowa, December 2, 1907.

No. 3571—1907.

FARMERS' GRAIN & LUMBER COMPANY, Dows,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed September 23, 1907.

Complaint was made of car shortage at Dows. On October 10th, the railway company advised the Board that twelve cars had been ordered during September all of which were furnished and that a shortage occurred for a few days on account of the necessity of handling potatoes which were lying on the ground and would have otherwise spoiled.

Des Moines, Iowa, December 2, 1907.

No. 3572—1907.

W. C. SPURGIN, Jamaica,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Delivery of Freight.*

Complaint filed September 23, 1907.

Complaint was made that respondent railway company failed to deliver freight promptly at that station from points west. The matter was taken up by the Board with the railway company and satisfactorily adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3573—1907.

FARMERS' ELEVATOR COMPANY, Nor-
way,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Failure to Furnish Cars.*

Complaint filed September 24, 1907.

Complaint was made by Mr. B. L. Wick, attorney of Cedar Rapids, Iowa, of the failure of the complainant to obtain cars. The matter was taken up by the Board with the railway company and complaint was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3574—1907.

M. Y. AMES, Marcus,
vs.
ILLINOIS CENTRAL RAILROAD COM-
PANY. } *Condition of Cabooses.*

Complaint filed September 25, 1907.

Complaint was made that the Illinois Central Railroad Company still had some cabooses that were not furnished with water closets. The matter was taken up by the Board with the railroad company and the Commissioners were assured that these conditions were being remedied as fast as possible.

Des Moines, Iowa, December 2, 1907.

No. 3575—1907.

FARMERS' INCORPORATED CO-OPERATIVE
SOCIETY, Palmer,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed September 30, 1907.

Complaint was made of failure to obtain cars for shipments of grain. The Board took the matter up with the company and no further complaint was made.

Des Moines, Iowa, December 2, 1907.

No. 3576—1907.

CITIZENS OF HAVERHILL,

vs.

CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

} Passenger Service.

Complaint filed October 2, 1907.

This was a petition from the citizens of Haverhill, Iowa, requesting that that station be made a flag stop for certain trains therein named. The matter was taken up by the Board with the railway company and the station was made a flag stop as requested.

Des Moines, Iowa, December 2, 1907.

No. 3577—1907.

CANFIELD LUMBER COMPANY, Water-
loo,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.

} Sidetrack Facilities at Dunkerton

Complaint filed October 2, 1907.

Complaint was made that the facilities of the railway company at Dunkerton for unloading cars were inadequate, etc. Complaint was laid before the officials of the railway company and such arrangements were made as were satisfactory to the complainants.

Des Moines, Iowa, December 2, 1907.

No. 3578—1907.

HALVOR SEVERSON, Inwood,

vs.

CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

} Failure to Furnish Cars.

Complaint filed October 3, 1907.

Complaint was made that the railway company refused to furnish cars at Rock Valley for shipment of sand to Inwood. Upon investigation it was found that there was no refusal to furnish cars but owing to the coal famine, all cars for a time were in use for hauling coal. The car was later furnished as desired.

Des Moines, Iowa, December 2, 1907.

No. 3579—1907.

DYSART CANNING COMPANY, Dysart,
vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Failure to Furnish Cars.

Complaint filed October 4, 1907.

This was a complaint of the failure of the railway company to furnish car for shipment of canned corn, etc. Cars were furnished as desired.

Des Moines, Iowa, December 2, 1907.

No. 3580—1907.

W. R. GREEN ET AL., Audubon,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } *Train Service.*

Complaint filed October 5, 1907.

This was a complaint by W. R. Green and others of Audubon, Iowa, asking the Board to require the respondent railway company to install better train service on the branch from Carroll to Audubon. The matter was taken up by the Board at once with the railway company, and instructions were issued that removed cause for complaint.

Des Moines, Iowa, December 2, 1907.

No. 3581—1907.

E. W. ROE, Carson,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY } *Overcharge—Passenger Fare.*

Complaint filed October 7, 1907.

Complainant stated that he had been overcharged on the purchase of a ticket to St. Joseph. Complaint was forwarded to the railway company and refund of overcharge was made.

Des Moines, Iowa, December 2, 1907.

No. 3582—1907.

FARMERS' ELEVATOR COMPANY, Badger,
vs.
MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY } *Failure to Furnish Cars.*

Complaint filed October 8, 1907.

Complainants stated that they were being discriminated against in the furnishing of cars for the shipment of grain. The Board laid the case before the railway company, and it was found that no discrimination had been practiced, the inability of the company to furnish cars being due to the prevalent shortage.

Des Moines, Iowa, December 2, 1907.

No. 3583—1907.

J. P. THOMAS, Washington,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Removal of Verdi Station.*

Complaint filed October 9, 1907.

Statement was made that a petition had been sent to the Chicago, Rock Island & Pacific Railway Company to permit the station of Verdi to

remain as it had been located for some time, rather than to remove the same as seemed to be contemplated by the railway company. The commissioners corresponded with the railway company concerning the matter, and Mr. Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company, advised the Commission on October 18, 1907, that there was no present intention of making any change at that station. The petitioners were so informed.

Des Moines, Iowa, December 2, 1907.

No. 3584—1907.

H. E. HAUSCHEN, Emmetsburg.
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } Farm Crossing.

Complaint filed October 9, 1907.

It was petitioned that the farm crossing which complainant had the use of be allowed to remain without planks being removed, as he needed the crossing in his winter hauling. The request was granted by the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3585—1907.

J. K. McANDREW, Hartley
. vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } Failure to Furnish Cars.

Complaint filed October 10, 1907.

Complainant stated that he was unable to obtain cars for shipment of grain, a petition being sent to the Board, numerously signed, requesting that the company be required to furnish the cars to the complainant. The complaint referred especially to conditions at Max and Dion. The matter was taken up by the Board with the railway company and no further complaint has been made.

Des Moines, Iowa, December 2, 1907.

No. 3586—1907.

T. M. HOOPER PRODUCE COMPANY,
Chariton,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } Discrimination.

Complaint filed October 11, 1907.

Complainants stated that they were being discriminated against on their shipments of ice-packed poultry, in that on some shipments W. T. L. No. 6 applied, while on theirs they did not. The matter was taken up by the Board with the railway company and properly adjusted. Later

the Commissioners adopted for Iowa shipments, Western Trunk Lines Rules Circular No. 6, wherever it was to the advantage of the shipper to apply such rule.

Des Moines, Iowa, December 2, 1907.

No. 3587—1907.

NORTHWESTERN TILE & CLAY PRODUCTS COMPANY, Emmetsburg,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY.

} Failure to Furnish Cars.

Complaint filed October 12, 1907.

Complainants desired the Chicago, Milwaukee & Saint Paul Railway Company to furnish car for shipment to points on their line, said car to be placed on the switch connecting with the Chicago, Rock Island & Pacific Railway Company, to be set for the tile company at their plant situated on the Chicago, Rock Island & Pacific Railway Company side-tracks. The matter was taken up by the Board with the railway company and the Board was advised that these shipments were being taken care of as promptly as possible.

Des Moines, Iowa, December 2, 1907.

No. 3588—1907.

A. N. KNYPER, Pella,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

} Delay in Transit.

Complaint filed October 14, 1907.

Complainant complained of delay in shipment of a car of cement. The matter was taken up at once and on October 17th the Commissioners were advised that car had been received.

Des Moines, Iowa, December 2, 1907.

No. 3589—1907.

BOARD OF CONTROL OF THE STATE OF IOWA
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

} Failure to Furnish Cars.

Complaint filed October 14, 1907.

Complaint was made by the Board of Control that the Woodbine Milling Company was unable to procure cars for the shipment of flour to the State Hospital for the Insane at Independence, Iowa. The matter was taken up by the Board at once with the railway company, and on October 21st the Commissioners were advised by the railway company that cars had gone forward as requested.

Des Moines, Iowa, December 2, 1907.

No. 3590—1907.

J. W. ARNOLD, Cummings,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY } *Right of Way Fence.*

Complaint filed October 16, 1907.

Complainant stated that he desired a hog-tight fence, and wished to know how to proceed to compel the company to construct it. The Commissioners called the attention of the railway company to the case, but later Mr. Arnold advised the Commission that he did not at this time, care to press the matter. The case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3591—1907.

C. D. GIBSON, West Liberty,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY } *Failure to Furnish Cars at Downey.*

Complaint filed October 17, 1907.

Complainant stated that shippers at the town of Downey had just cause for complaint in that while they received insufficient number of cars to supply the demand, there were plenty of empty cars both at Iowa City and West Liberty. Complaint was taken up by the Board with the railway company and adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3592—1907.

GILMORE GRAIN & ELEVATOR COMPANY, Gilmore City,
vs.
MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY } *Failure to Furnish Cars.*

Complaint filed October 19, 1907.

Complaint was made to the Board as follows:

Can you furnish some relief in the car situation? We cannot get foreign cars and can only ship to Fort Dodge and Peoria on the Minneapolis & St. Louis. Our elevators are full and we want some relief.

The Board presented the case to the railway company and no further complaint was made.

Des Moines, Iowa, December 2, 1907.

No. 3593—1907.

SLOAN CEREAL COMPANY, Sloan,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY } Failure to Furnish Cars.

Complaint filed October 19, 1907.

Complaint was made that Sloan Cereal Company was unable to obtain cars for shipments. Complaint was taken up with the railway company and Mr. R. H. Aishton, general manager, on October 24th, stated:

Replying to your favor of the 10th relative to alleged shortage of cars at Sloan, Iowa, and enclosing copy of complaint of W. C. Whiting.

The Farmers' Cereal Company at Sloan has been furnished with four 80,000 capacity cars, two 60,000 and one 50,000 capacity cars since October 17th and our superintendent personally called on the manager of the Farmers' Cereal Company, who states that he has not made any complaint whatever about the shortage of cars, that he has loaded out 28 cars this month. The other elevator at that point 20 cars and other shippers 7 cars, which has been all they needed, and they have plenty of cars at the present time.

There is no foundation whatever for any complaint relative to the number of cars furnished at Sloan nor to their proper distribution.

Des Moines, Iowa, December 2, 1907.

3594—1907.

CITIZENS OF WATERLOO,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY } Maintenance of Depot in West Waterloo.

Complaint filed October 24, 1907.

Petition in this case was as follows:

WATERLOO, IOWA, Oct. 19, 1907.

To the Honorable State Railway Commission of the State of Iowa,
Des Moines, Iowa.

GENTLEMEN,—We, the undersigned citizens of the city of Waterloo, Iowa, respectfully request your honorable body to cause the Chicago Great Western Railroad Company to build an adequate passenger and freight depot in the city of Waterloo on the west side of the river; and we further request that your Commission come here and inspect the present depot which is being maintained by the said railroad company.

Signed by M. B. LOCKE,
U. G. KRAMER,
ED STACY and
170 OTHERS.

The complaint was at once forwarded to the railway company for attention and on November 6, Mr. L. S. Cass, third vice president, wrote the Board stating that:

Our company has continued to operate a freight station in West Waterloo continuously since 1883, and if there is any intention to discontinue a freight house in West Waterloo, it has not yet reached my knowledge.

Des Moines, Iowa, December 2, 1907.

No. 3595—1907.

A. E. BUCK, Harris,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 25, 1907.

This was complaint that company was not furnishing cars for shipments of hay. Mr. Carroll Wright, in answering this complaint on November 4th, said:

Referring to the complaint of A. E. Buck of Harris, Iowa, regarding failure to furnish cars, I have to say that at the time this complaint was made we were short of cars because of the excessive demand therefor arising out of the high price of hay and grain.

Shortly after the filing of the complaint the drop in the market naturally reduced the demand for cars and enabled us to clear up all back orders and we now have a surplus of empty cars on that division.

This is another case of a great temporary demand for cars growing out of the condition of the market which changes immediately upon a drop in the market. You can readily understand that we cannot be expected to have cars on hand to meet an excessive demand growing out of a condition of the market, which will be idle immediately upon a change in the market.

No doubt the complainant is now having his demand for cars filled. We have treated all stations alike but of course it was impossible to keep every one satisfied.

Copy of the foregoing was furnished complainant.

Des Moines, Iowa, December 2, 1907.

No. 3596—1907.

R. L. McCUAUGHAN, Carlisle,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Dangerous Operation of Trains at
Street Crossings in Des Moines.*

Complaint filed October 26, 1907.

Complainant stated that as he was about to cross the Chicago, Burlington & Quincy tracks on West Fifth street, Des Moines, about 3:15 p. m. on October 23d, engine No. 1323 "kicked" a car, No. 86971, Chicago, Burlington & Quincy, over the crossing without warning, and that this was a common occurrence, making it dangerous for pedestrians and teams.

The matter was taken up at once with the railway company and such instructions were issued to trainmen as to prevent future occurrences of this kind.

Des Moines, Iowa, December 2, 1907.

No. 3597—1907.

CITIZENS OF AVERY.
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.] } Overcharge—Passenger Fare.

Complaint filed October 28, 1907.

Petition was received by the Board as follows:

We the undersigned, being citizens of Avery, do hereby protest against the action of the Chicago, Burlington & Quincy Railroad Company, in charging a fourteen (14c.) cent fare from Avery, Iowa, to Albia, Iowa. The distance between said towns being no more than five and one-half miles, as per the folder issued by said company. And we hereby beg and petition you, as Railroad Commissioner, to use the power of your high office to the end that the rate of two cents per mile shall be enforced according to the Railroad Rate Bill recently enacted.

Signed CHAS. R. DEAVER,
Geo. W. MOORE and
125 OTHERS.

Attention of the railroad company being called to this condition of affairs, they reduced the passenger tariff to read twelve cents, which was satisfactory to the complainants.

Des Moines, Iowa, December 2, 1907.

No. 3598—1907.

FARMERS' ELEVATOR COMPANY, Ral-
ston,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.] } Removal of Side Track.

Complaint filed October 29, 1907.

Complaint in this case follows:

I have organized a farmers' elevator company at Ralston and incorporated under the state laws.

We have commenced building on our own land adjoining the railroad right of way. One or our men went to see the superintendent at Boone and he said they would move the track right over for us and said it was all right.

This was a week ago. Now yesterday we got a letter through their agent here that they were ready to move the track any time we wanted them to but that we would have to bear the expense of moving it.

Now we would like to know is it right that we should bear the expense or not. An early reply will greatly oblige.

THE FARMERS' ELEVATOR COMPANY,
By Geo. Gregory, Secretary.

The Board presented this case to the railway company and on October 31st Mr. R. H. Aishton, general manager, wrote the Board:

In reply to your favor of the 29th inst., inclosing copy of letter from Farmers' Elevator Company, Ralston, Iowa, dated 27th inst., and making formal complaint to the Commission relative to the moving of the track to serve their property at Ralston, Iowa.

We are very much surprised that matter of this kind would be brought to attention of the Commission. On making inquiry by wire regarding this matter I find that these people have secured necessary location for elevator and sent

party to see our superintendent asking if the track could be shifted to accommodate them in their location and they were told that as far as superintendent knew it was practicable to do it; afterwards found out it could be done and wrote them a letter asking them if they would stand the expense of shifting the track. This is one of our customs where track changes are made for accommodation of industries to require the parties for whose benefit the change is made to relieve the company from the expense of such change. Up to the present time our superintendent has not had any reply from them in the matter.

The cost of the change is estimated at \$20.00 and as it is made solely for the benefit of the industry it is our opinion that they should be willing to pay for this accommodation or at least make reply to our communication.

In sending a copy of Mr. Aishton's letter to Mr. Gregory, the Board stated:

Please note the enclosed copy of letter just received from General Manager Aishton of the Chicago & North-Western Railway Company, concerning the removal of side track to accommodate your industry. As the proposition of the railroad company seems to be entirely fair the Board will close this case.

Des Moines, Iowa, December 2, 1907.

No. 3599—1907.

E. H. MARTIN, Webster City,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL- }
ROAD COMPANY. } Delay in Transit.

Complaint filed November 6, 1907.

Complainant stated that he had been waiting for a car of material for over two months that had been shipped via the Wisconsin Central to Minnesota Transfer, destined to Kanawha, Iowa. The matter was taken up by the Board and the Commissioners were advised on November 9th that the car reached Minnesota Transfer in care of the Chicago, Milwaukee & Saint Paul and was found in bad order, but had been repaired and would go forward at once.

Des Moines, Iowa, December 2, 1907.

No. 3600—1907.

IRVIN GREEN, Larchwood,
vs.
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. } Overcharge—Interstate.

Complaint filed November 14, 1907.

Claim was made for alleged overcharge on car of household goods from Moneta to Larchwood. It developed that no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

BOARD OF RAILROAD COMMISSIONERS

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No. 3601—1907.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY }
vs.
EMMET COUNTY BOARD OF SUPER- }
VISORS. } *Dangerous Crossing.*

Complaint filed November 18, 1907.

The Chicago, Rock Island & Pacific Railway Company stated that the Supervisors of Emmet county were about to establish a highway crossing the right of way of the Chicago, Rock Island & Pacific Railway Company at a point that would be dangerous to the public and railway company, asking the Board to intervene.

The Commissioners took the matter up and on November 25th Mr. Roy J. Ridley, county auditor of Emmet county, wrote the Board as follows:

The road you write about that crosses the Chicago, Rock Island & Pacific Railway has been investigated by the Board of Supervisors of Emmet county and established at the November meeting and all damages paid except the railway company have not come to get theirs. The time set for filing objections was October 2, 1907.

The Chicago, Rock Island & Pacific Railway Company filed an itemized account of their damages and it was allowed at the time the road was established.

On November 30th, Mr. J. H. Johnson, attorney of the Chicago, Rock Island & Pacific Railway Company, advised the Commission that the statements made by the county auditor were correct and that the case so far as the Board was concerned could be closed.

Des Moines, Iowa, December 2, 1907.

No. 3602—1907.

J. L. HORNING, Hubbard,
vs.
CHICAGO & NORTH-WESTERN RAILWAY }
COMPANY. } *Farm Crossing.*

Filed January 30, 1907.

DECISION OF THE BOARD.

The complainant asks for an order requiring the Chicago & North-Western Railway Company to construct an under-crossing of sufficient size for stock, under its tracks across his farm near Hubbard, Iowa.

The Board viewed the premises on September 26, 1907, there being present N. S. Ketchum, chairman, and W. L. Eaton of the Board, complainant, J. L. Horning, R. H. Aishton, general manager, and other officials of the Chicago & North-Western Railway Company. As matters of fact we find as follows:

The complainant is the owner of a farm of three hundred and twenty acres. It came to him by inheritance from his father, who owned the premises when the railroad was built, about the year 1882 or 1883.

The railroad track runs nearly due east and west through said farm leaving a long narrow strip on the north side of said track. The buildings

are on the south side of the farm. It is a fairly level tract except on the west side where the land is low and wet. Across this tract the railroad has a fill from six to eight feet in height at the highest point. On each side of this location the land is exceedingly low. It is doubtful whether an undercrossing could be constructed which could be used as a cattle way on account of the character of the ground. This we do not herein determine.

We find that there are two grade crossings on the tracks of the railway company at convenient points about one-fourth of a mile apart. Both of said crossings have been in use ever since the railway was constructed. They cross the tracks where the land is dry and adapted to the purpose and at a slight elevation above the adjacent land. For grade crossing they cannot be improved and are as adequate as grade crossings can be made. The supreme court has repeatedly held that grade crossings are the rule in this state. It is the opinion of the Board that before it can order an under or over crossing for the owner of land on both sides of a railroad track that a reasonable, practicable adequate grade crossing cannot be obtained. Such is not the case at bar. We are bound by the statutes of the state and the decisions of the courts and for these reasons we are compelled to deny the complainant's application.

Des Moines, Iowa, September 28, 1907.

INSPECTIONS



INSPECTIONS.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY'S RAILROAD, ITS EQUIPMENT AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO THE PUBLIC SAFETY AND CONVENIENCE IN THE STATE OF IOWA.

The following is a record of the inspection of the Chicago, Milwaukee & Saint Paul Railway tracks, stations and stock yards, etc.

June 17, 1907.

Present on special inspection train, Commissioners Ketchum, Palmer and Eaton, and Secretary Lewis; representing the Chicago, Milwaukee & Saint Paul Railway Company, General Manager Underwood, Superintendent Foster, Engineer Wood, and Roadmaster Richards.

Train left Cedar Rapids at 7 a. m., stopping at Fairfax, Walford, Amana, South Amana, Conroy, Williamsburg, Parnell, and North English. The Board found the stock yards at North English in bad condition, drainage and windmills needed. The Board found that North English furnished from 340 to 400 cars of stock per year. At Commissioners' request, General Manager Underwood gave orders for windmill, proper drainage and cinderizing of stock-yards.

Train then proceeded, stopped at Webster, Sigourney, Hayesville, Herrick, Hiland, Ottumwa and Moravia.

At Mystic the Board investigated the condition of two street crossings. It was found that the crossing near the sheds, etc., should be closed; the other was found to be a good, safe crossing.

The train then proceeded to Blakesburg and Washington, and inspection was concluded for the day.

June 18, 1907.

Present on special inspection train, full Board with Secretary Lewis and General Manager Underwood, Superintendent Foster, Engineer Wood, and Roadmaster Richards.

Train moved west from Marion, stopping at Van Horn, Keystone and Elberon, where there was demand for more train service, and then proceeded to Vining, Tama, Potter and Dunbar, at which place the change of grade and of line, etc., was thoroughly inspected. Train moved on to the towns of Rhodes, Madrid, Perry, Bayard, Coon Rapids, Templeton, Manning and Manilla, at which place Superintendent Beardsley joined the party and Messrs. Woods and Foster left. Train then proceeded to Arion, where the Commissioners met Mr. Nelson of the Arion Milling Company, who stated that the company desired a stub track to their mill. It was found that such track would be on property owned by the Milling Company, off of the right of way of the railway company, that one car or more of coal per month was received; that since October 1, 1906, seventeen cars of flour had been shipped to Des Moines; that wheat was received from Nebraska and Dakota and about one-half from nearby.

General Manager Underwood made a proposition that the railroad furnish rails, fastenings and switch, and the Milling Company to grade, furnish the ties and pay for the labor, the railway company to maintain the switch. Commissioner Eaton advised Mr. Nelson that the Board believed the proposition submitted to be fair, considering the conditions.

Train then proceeded to Charter Oak, Mapleton, Hornick, Luton and Westfield.

The Farmers' Elevator Company requested a site for elevator and General Manager Underwood gave orders that site be granted as requested, provided an elevator of the required capacity be built.

Train then proceeded to Akron where the Farmers' Elevator Company requested a site. Mr. Underwood advised that notice should be served on the Hunting Grain Company to remove sheds and site would be allotted as requested. This concluded the inspection for the day.

June 19, 1907.

Full Board and secretary, the same party as of previous day, on special inspection train, proceeded to Rock Valley, Hull and Sheldon, at which latter place Superintendent W. W. Collins and Freight Agent Warner joined the party. Board inspected the new depot at Sheldon and went thence to Sanborn. There are four elevators and an old flat warehouse at Sanborn. General Manager ordered the removal of the flat house. Train passed on to Hartley, Spencer, Ruthven, Emmetsburg and Algona. The Board made an investigation into the complaint of the citizens of Algona for Y track connections. Representative Holmes complained that the Chicago & North-Western Railway Company took off night train, saying it was the desire of the citizens to have the Des Moines train leaving at 4:20 p. m., run on to Elmore instead of Eagle Grove. This complaint was taken under advisement. From this point the Board proceeded to Mason City where they met Hon. O. T. Denison, thence to Charles City where citizens made complaint that depot was not lighted, etc. Suggestions were made by the Board with reference to this alleged condition and the general manager, Mr. Underwood, assured them that cause for complaint would be removed. The train passed on to Fort Atkinson and Calmar, where a complaint of the people was entertained, concerning train connections and of freight trains blocking Main street crossing. Train then proceeded to Waukon, where Mr. Beddo stated that another train was wanted on that branch leaving Waukon about 5 p. m., and connecting with the train south about 6 p. m., also complaining that the coach on the freight train was insufficient to accommodate passengers. The general manager advised the Board that an attempt would be made to remedy these two complaints. Superintendent Stapleton showed that an average number of passengers each way for the two trains was fifty.

The Board found no water closet at the station and the superintendent was asked to provide suitable closet. This concluded the day's inspection.

June 20, 1907.

Board proceeded to North McGregor on special with same party being joined there by J. W. Stapleton, superintendent, and Vice President McKenna, and proceeded to West Union, Donnan Junction, Volga City, North Buena Vista, Zwingle, Lamotte, Maquoketa, Fillmore and Bernard.

At Donnan Junction the Board heard the citizens' complaint with reference to train connections. Vice President McKenna said the railway company would do its part to adjust the complaint. At North Buena Vista, the Board found there was no place for stock yards on the side track but that yards in good condition were located on a hill with a loading chute to the tracks. At Bernard and Fillmore the Board considered complaints concerning delay in getting stock to the Chicago markets. This concluded the day's inspection.

June 21, 1907.

Vice President McKenna, Superintendent J. H. Foster, Engineer Wood, Freight Agent Bayard, John R. Cook, Major Rathbun, Commissioners Ketchum and Palmer and Secretary Lewis left Maquoketa for Eldredge Junction, Oxford Junction, Wyoming, Monticello, Oneida Junction, Arlington, Waucoma, Fayette, Maynard. Citizens of Arlington petitioned also for train connections at Donnan Junction with the Chicago, Rock Island & Pacific trains. Petitioners were represented by Mr. Lake. This concluded the inspection of the Milwaukee Lines.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS
OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY'S RAILROAD
FROM KEOKUK TO DES MOINES, ITS EQUIPMENT THEREON AND THE MAN-
NER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO PUBLIC
SAFETY AND CONVENIENCE.

A member of the Board in September, 1907, made a trip over the line of the Chicago, Rock Island & Pacific Railway from Keokuk to Des Moines, and on October 3, 1907, the Board directed the following letter sent to Mr. F. O. Melcher, general manager of the Chicago, Rock Island & Pacific Railway Company at Chicago:

October 3, 1907.

Mr. F. O. Melcher,
General Manager, Chicago, Rock Island & Pacific Railway Company,
Chicago, Ill.

DEAR SIR.—In a preliminary inspection of the Keokuk & Des Moines branch of your line the Commission finds the track not in as good a condition as it would like to see. The Commission would divide this branch into three sections as to its conditions: From Keokuk to Eldon is not as good as it should be for the safety of the public, so far as your present passenger service is concerned and at the present speed of your trains; from Eldon to Ottumwa the track is in a much better condition, with the exception of your track within the city limits of Ottumwa; the line from Ottumwa to Des Moines is the better part of the branch.

It is the opinion of the Commission that the entire Keokuk-Des Moines branch should be relaid with a heavier steel rail, with more than the annual percentage of new ties and the roadbed properly ballasted.

It is true that a large portion of this line lies along the bank of the Des Moines river, with excessive watershed on one side and with an almost constant washing and wasting upon your roadbed. Yet it is the opinion of the Commission that your line requires provisions for drainage on the east side thereof from Keokuk to Eddyville.

The Commissioners presume they are offering no new suggestions to you in this matter as the tendency of your work on the whole clearly shows that your

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management in charge is working along these lines as best they can with the material at their disposal.

After carefully considering all matters in connection with this subject, it is the opinion of the Commission that you should, at an early date, make such recommendations and appropriations as will bring about a better condition of this branch of your line.

Yours very truly,

DWIGHT N. LEWIS, Secretary.

By order of the Board.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY'S RAILROAD, ITS EQUIPMENT AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO THE PUBLIC SAFETY AND CONVENIENCE IN THE STATE OF IOWA.

On September 23 to 26, 1907, the Board made an inspection of the lines of the Chicago & North-Western Railway Company in Iowa. Mr. R. H. Aishton, general manager, and the superintendents and other officers of their respective divisions accompanied the Board over the main line and branches of road. Stops were made at all points where complaints had been lodged and complainants were given an opportunity to be heard. Special attention was given to station houses, yards, stock yards, etc.

The Commission found the tracks and superstructure, bridges, etc., in very good physical condition; station buildings generally, of required capacity for the patronage and kept very neatly, and properly lighted and heated for the comfort of the public. Many of the depot yards were nicely decorated with fine parks. Sidings and yards were found to be in good operating order and all stock yards, with very few minor exceptions, were adequate in size and properly drained and equipped.

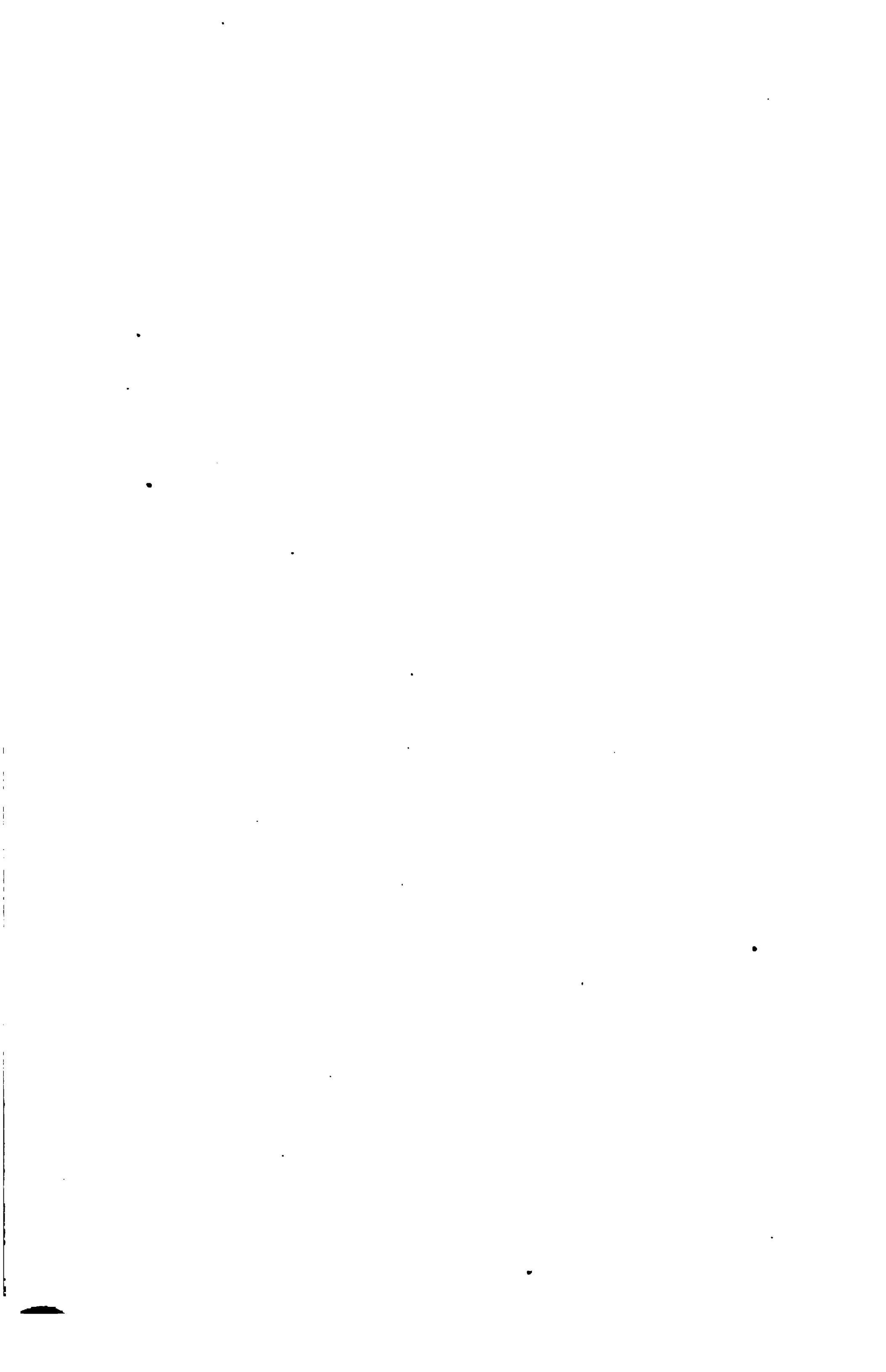
All conditions were, in fact, found to be very good with few exceptions. These exceptional cases were taken up, discussed and remedies suggested by the Commission, which suggestions were in most cases followed by the Company.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY'S AND THE IOWA CENTRAL RAILWAY COMPANY'S RAILROAD, ITS EQUIPMENT AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO THE PUBLIC SAFETY AND CONVENIENCE IN THE STATE OF IOWA.

On November 11 to 16, 1907, the Board of Railroad Commissioners of the state of Iowa made an inspection and examination of the Minneapolis & Saint Louis Railroad and of the Iowa Central Railway in Iowa. Mr. D. C. Noonan, general superintendent; J. N. Tittemore, freight traffic manager; H. F. Marsh, assistant general freight agent; A. B. Cutts, general passenger agent; C. S. Hayden, superintendent, E. D. Hogan, superintendent, and other officers of the companies accompanied the Board on such inspection.

All parties who had made complaints relating to the subject of the inspection were given full opportunity to be heard. Special attention was

given to the adequacy of station houses and to the condition of yards, sidings, etc., with reference to their safety and management by the companies. Stock yards were examined with reference to drainage and sanitation. The tracks and roadbeds were found in fair physical condition; station houses were kept reasonably comfortable for the use of the public and were found adequate for the business done.



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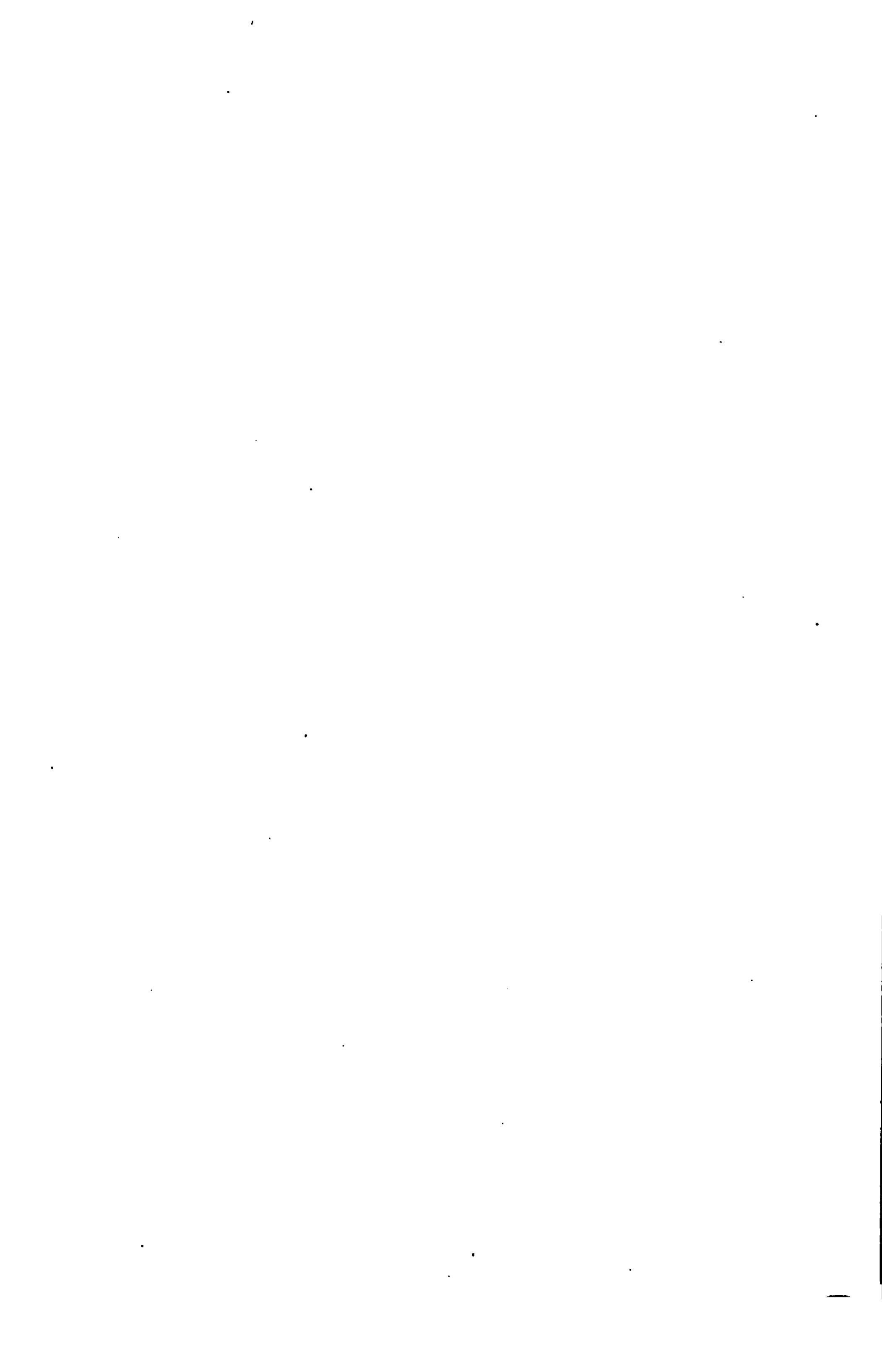
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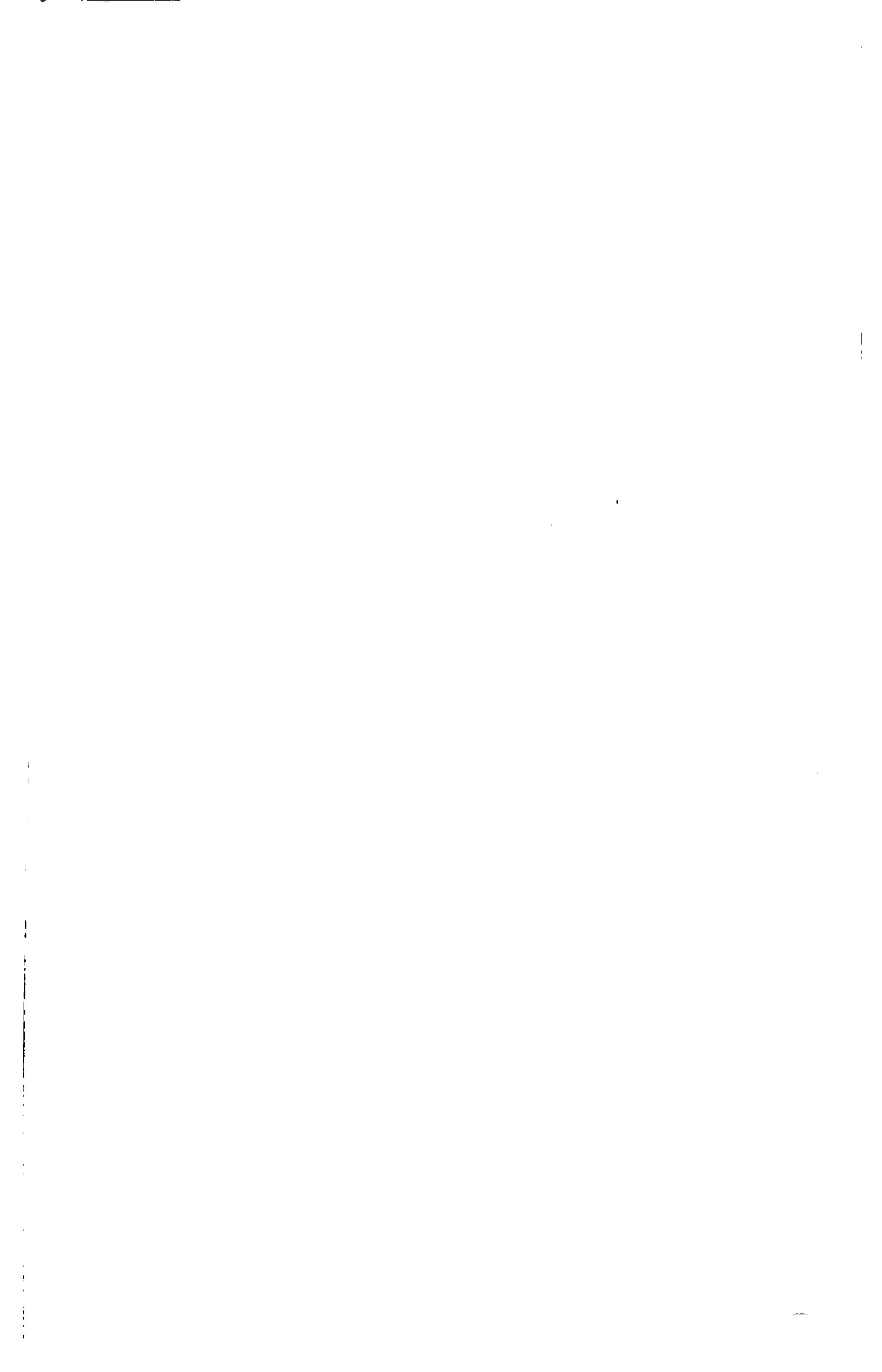
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